

The Hongkong Telegraph

(ESTABLISHED 1881)

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REUTERS' TELEGRAMS.

SPA CONFERENCE OPENS.

GERMAN CHANCELLOR'S PROMISE.

London, July 5.
An official communique from the Spa Conference states that the Conference opened at eleven o'clock in the morning at the Franchise Chateau, under the presidency of M. de la Croix, the Belgian Premier. Mr. Lloyd George, Lord Curzon and Mr. Worthington Evans represented Britain. The heads of the other delegations were:—M. Millerand (France), Signor Storza (Italy), and Viscount Chinda (Japan). Germany was represented by Herr Fehrenbach (Chancellor), Herr von Simons (Foreign Minister) and Herr Wirth (Minister of Finance).

After the arrangement of the agenda, comprising chiefly the execution of the military, naval and aerial clauses of the Treaty, reparations, coal supply and penalties, Herr Fehrenbach, in the name of the German people, expressed his determination to participate loyally in the measures to be taken for the execution of the Peace Treaty. He announced the approaching arrival of Herr Gessler and General Von Seeckt, who had been urgently summoned and whose arrival the Conference decided to await.

It was also decided to summon the Minister of Justice from Berlin to participate in a special meeting on Thursday to discuss penalties.

GERMAN CHANCELLOR AND THE TREATY.

London, July 5.
At Spa, Herr Fehrenbach, the German Chancellor, in a speech to journalists, declared that Germany was ready loyally to work in the task of the economic reconstruction of the work and in carrying out the Treaty of Versailles within the limits of their possibilities, adding that he emphasised those last words. He said the Treaty contained stipulations incapable of execution. The limits of Germany's capabilities depended on the following factors:—Firstly, internal tranquillity was essential. Germany still contained a great number of unemployed, which explained the recent disorders. The chief need was to increase production, which hitherto had been insufficient for feeding the people, and the importation of necessary supplies from abroad. When this was achieved, he hoped the economic renaissance of Germany would enable them to meet the financial obligations arising from the taxes which had been created and enable them to assume in some measure the reparation charges. He was most satisfied at the opportunity to discuss face to face with the Allies the economic capacity of Germany in connection with reparation. "We are ready frankly to show our books to the Allies and to submit documents which have not been specially prepared for the occasion."

BELGIUM DETERMINED.

London, July 5.
The Spa Conference agenda has been prepared in the following order:—Disarmament, reparation, war criminals.
Herr Fehrenbach declared that Germans met the Allies on a basis of absolute and loyal acceptance by Germany of the Treaty of Versailles.

The Conference has adjourned until Tuesday afternoon, awaiting the arrival of the German Minister of Defence.

According to a Brussels message, the Belgian Minister of Interior, interviewed, said there was one point on which the Government would never compromise, namely, their priority for the first instalment of 2,500,000 milliards of marks (gold) from the first payment made by Germany.

GERMANY'S FINANCES.

London, July 5.
A Financial Memorandum presented by Germany to the Peace Conference declares that Germany's pre-war national wealth was 320 milliard gold marks, whereas to-day, after the loss of her Colonies, Mercantile Marine, etc., it could not be estimated at more than a hundred milliards, from which foreign debts of between 8 and 10 milliards must be deducted. It emphasises that Germany's economic recovery is impossible without financial recovery and asserts that the financial burden of sixty milliards, with taxation, would mean a yearly impost of 4,400 marks for each household. The Memorandum points out that in 1918, eighty-one per cent. of the Prussian taxpayers had an income under 3,000 marks. It concludes by emphasising the necessity of economic liberty and economic collaboration with other peoples.

THE STEEL INDUSTRY.

HUGE NEW WORKS IN WALES.

London, July 5.
The biggest blast furnace in the world has been successfully inaugurated at Ebbw Vale. The weekly output is estimated at 3,000 tons. The new works hope to create a revolution in the steel-making industry and to produce the cheapest steel in the world.

THE EX-KAISER.

AN IMPRACTICABLE SUGGESTION.

London, July 3.
In the House of Commons, replying to a question, Mr. Bonar Law stated that the suggestion to establish an Allied Court in Holland to try the ex-Kaiser was impracticable.

THE TEA DUTY TO REMAIN.

London, July 5.
In the House of Commons, during the Budget discussion, a Labour motion for the abolition of the Tea Duty was defeated by 243 votes to 45.

TRAM DISASTER IN AMERICA.

EIGHTEEN REPORTED KILLED.

Scranton, July 4.
Owing to a telegraph pole which was struck by lightning falling on the track near South Pittston, three trams collided, piling up in a heap. It is reported that eighteen were killed and a hundred injured.

REUTERS' TELEGRAMS.

IRISH UNREST.

VISCOUNT FRENCH HOOTED.

London, July 5.
Viscount French, on landing at Queenstown, was hoisted and hooted him, despite a military guard.
Two Sinn Féiners were killed in an attack on Police Barracks at Holy Cross, Thurles.

Mr. J. H. Thomas, speaking at Belfast, warned the railwaymen against the abuse of sympathetic strikes, which would lead to disaster. Labour representatives would not be intimidated by Sinn Féin or Unionists. He could not distinguish between a soldier who shoots a man and a man who shoots a soldier.

LORD INVERFORTH'S DEALINGS.

SAVINGS ON ARMY EQUIPMENT.

London, July 5.
Lord Inverforth's report on his world-wide dealings in raw materials on behalf of the Government has been issued. It shows that the total expenditure to March 31, 1919, was £177,000,000 and the total sales £225,000,000, making a turnover of £302,000,000. The cost of administration amounted to £739,000, while the net profits accruing to the Imperial Government total £31,114,718. The total profits were £39,541,815. Nearly £30,000,000 was paid out in rebates on profits on Home and Colonial wool.

The expenditure for the year ended March 31, 1920, exceeded £100,000,000, while the cash receipts were over £179,000,000, bringing the totals to:—Receipts, £393,435,145; expenditure, £275,273,174. The accounts show that all the money advanced by the State for the purchase of raw materials has been refunded with interest, although large stocks, especially of colonial wool, are still unsold.

A table of the principal raw materials purchased up to 1919 gives Colonial and foreign wool and sheep skins totalling 2,244 lbs. and 3,041,419 lbs. respectively, and raw cotton, 4,500,000 lbs. The equipment for the Army and Navy includes 1,186,000,000 sandbags, 164,000,000 pairs of socks, etc.

Sir Arthur Goldfinch, in an accompanying memorandum, states that the saving effected on military equipment is estimated variously at from £50,000,000 to £200,000,000.

SECRET TREATIES.

DENOUNCED BY VISCOUNT GREY.

London, July 6.
Speaking at the inaugural meeting of the British Institute of International Affairs, formed for the study of national policies, Viscount Grey said the Government should give it to be clearly understood by the world that they would not in time of peace have secret treaties. He added:—"I myself have been a party to the making of some secret treaties, but it was in war-time, and I would suggest that it should be regarded as a fair rule of foreign policy that you should not have secret treaties in peace-time. We have got, if we want to keep the peace of the world in future, not only to think nationally, but internationally as well. One of the great lessons of the war is that thinking nationally without thinking internationally leads to disaster. Before the war, Germany was thinking more intensely nationally and less internationally than any country in the world, and it led to disaster."

Mr. Balfour cordially supported Viscount Grey.
Mr. Clynes, on behalf of the Labour Party, emphasised Labour's increasing interest in foreign affairs and said Labour should be possessed of the fullest possible knowledge on these questions.

TURKS AND GREEKS.

QUESTIONS IN PARLIAMENT.

London, July 5.
In the House of Commons, replying to Lieut. Col. L'Estrange Malone, Mr. Bonar Law said British naval and military support of the Greeks against the Turks would be confined to what was necessary to ensure the freedom of the Straits and the fulfilment of the peace terms. The reinforcements sent to Constantinople were intended solely for that purpose.

Replying to a question, Mr. Bonar Law said the Allies were, of course, assisting in resisting the attack.
Col. Malone:—Have the Turks been informed what the Greeks and Allies are fighting for, in view of the fact that the Turks have not yet signed the Treaty?

Mr. Bonar Law replied that he did not think it necessary, if somebody attacked you, that you should explain to him why you hit him back.

THE RUSSIAN REVELATIONS.

MR. CHURCHILL'S DENIALS.

London, July 5.
In the House of Commons, replying to Col. L'Estrange Malone and Mr. Wedgwood Benn with regard to the report of a conversation between Mr. Churchill and the Russian anti-Bolshevik General Golovin in May of last year, in which Mr. Churchill is alleged to have promised to help the anti-Bolshevik campaign in every way, Mr. Bonar Law said Mr. Churchill had informed him that the report was very inaccurate. For example, the statements that Mr. Churchill said he was carrying out Koltchak's orders, and that British reinforcements were sent to Archangel not to assist the withdrawal but to help Koltchak, were obviously absurd and quite untrue. On the other hand, the Government's policy last year, of helping the anti-Bolsheviks, was well-known and had been quite clearly stated.

Replying to a suggestion for a debate on the subject, Mr. Bonar Law said it would be difficult to find time, but Mr. Churchill would be very pleased to deal with the matter.

REUTERS' TELEGRAMS.

TIMBER EXHIBITION.

SPEECH BY PRINCE ARTHUR OF CONNAUGHT.

London, July 5.
The British Empire Timber Exhibition, which opened in London this afternoon by H.R.H. Prince Arthur of Connaught. There was a most representative collection of timbers.

Prince Arthur, in a speech, referred briefly to his impending departure to South Africa, where he would do his utmost to foster and encourage afforestation. He urged that every Dominion required a far-sighted policy of forest conservation. The experience of the war taught how large a part timber played in the equipment and movement of armies, and the danger of dependence on foreign sources. He pointed out that in 1913, ninety per cent. of our timber came from abroad. He was welcomed by members of the Empire Forestry Conference, which is meeting simultaneously with the Exhibition.

The Conference discusses the responsibility of the State for timber production, the question of technical forestry and also the possibility of establishing an Imperial Forestry Bureau.

CHINESE LABOUR IN SAMOA.

A MATTER FOR NEW ZEALAND.

London, July 5.
Replying to Mr. Wedgwood Benn and Mr. Kiley, who complained of the re-indenture of Chinese labourers in Samoa before the issue of a mandate, Colonel Amery emphasised that the matter was entirely within the control of the New Zealand Government. The Imperial Government was never at any time responsible for the administration of Samoa. He did not doubt that any representations by the Samoan chiefs against the Chinese would receive the fullest consideration of the New Zealand Government.

Colonel Amery declined to submit the question of forbidding Chinese indentured labour in mandated areas to the Council of the League of Nations.

TO-DAY'S CHINESE TELEGRAMS.

THE ANFUITES AND THE ARMY.

Shanghai, July 6.
The Anfu Party has decided to surrender only the Commission of Inner Mongolia, at present held by Chu Shu-tsang, but to reserve control of the Northern and Western armies.

It is reported that the President first secured Chu Shu-tsang's sanction before the mandate was issued relieving him of his Commission of Inner Mongolia, but the subsequent mandate, which was the result of a private meeting in the Palace, depriving him of his Chief Commandership of the Northern and Western armies, came rather unexpectedly and Chu has shown a very indignant attitude.

PEKING EXPECTS TROUBLE.

Peking, July 6.
Many important persons have warned the President that Wu Pui-fu's Army has secured nearly all the important points outside of Peking, and may advance at any time. The President has not made any decisive reply.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE ANGLO-JAPANESE ALLIANCE.

Shanghai, July 6.
Sir Basil Alston, the British Minister, en route for Home on leave, is carrying a petition to the British Government presented at Shanghai by a score of leading commercial and student Chinese bodies opposing the renewal of the Anglo-Japanese Treaty.

The document recites that the causes no longer exist. The menaces from Russia and Germany have been removed, and it is unthinkable that America is the only power strong enough to endanger the peace of the world and alter overnight a policy followed for years.

SHANGHAI RICE SITUATION EASIER.

Shanghai, July 6.
The rice and labour situation is easier, after the price dropped to \$14 per picul. Some of the workers are returning.

STRAITS RENTS.

Singapore, July 6.
The Government, as the result of the profiteering enquiry, will allow a 20 per cent. increase in rents over December 1915 and a further 20 per cent. if enquiry warrants it.

SULTAN OF TRENGGANU.

Singapore, July 6.
The new Sultan of Trengganu has arrived and is officially visiting the Governor.

(Other Telegrams on Page 2.)

SHIPPING SALE.

S.S. "HONG KHEUNG" SOLD.

We learn that the s.s. Hong Kheung has been sold to a Shanghai firm for \$410,000. The Hong Kheung was formerly a P. and O. boat, and was sold by the P. and O. Company some two years ago to a Singapore Chinese for \$232,000, and a few months later was purchased by Messrs. Lapicque for \$284,000, who in turn have just disposed of her for the amount mentioned.

The Hong Kheung was built in 1899 by Messrs. Caird and Co., Ltd., of Greenock for the P. and O. Co., Ltd. Her gross tonnage is 4,747 tons and net 3,305.

Her dimensions are 410.5 length, 48 feet width and 36 depth. It is believed that she will be utilised for the carriage of refugees from Vladivostok.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

THE DOG!

Sir,—Before closing my correspondence on the above subject, there is one final question, which I take pleasure in putting to "Jojo Gutz." He has not yet given us his opinion as to the advisability of the Police treatment of dogs. Such is essential of course, and his argument on the one word "auctioning" of dogs, is quite in line with all his correspondence. Up to the present, it seems to me that "Jojo Gutz" is not much of a dog fan, and it puzzles me greatly why he has taken the trouble to write on the matter, when instead of putting forth a hand to help, he has accidentally put his foot in the wrong direction. In conclusion, I should like to take this opportunity, on behalf of dog owners and chiefly myself, to seek a definite reply from the C.S.P. with regard to this matter. As he is aware, this subject has been for some time earnestly discussed, and I hope he will let us have his opinion, by which we trust the worries of many will be removed, and once more the life of the dog is protected from an unexpected fate.

Yours etc.,
M. T. S.
Hongkong, July 7, 1920.

"THE QUAINTS."

That the visit of "The Quaints" to Hongkong next Tuesday evening, the 13th inst., is attracting considerable attention was evident at Messrs. Moutrie's booking office this morning, when the plan was opened for the engagement. We learn that there is a possibility of this clever Company being able to prolong their stay for a night or so, but this is entirely dependent on shipping arrangements. Anyhow, those who wish to make sure of seeing these brilliant artists should make a point of securing their seats for Tuesday night, when the performance is under the distinguished patronage and presence of H.E. the Governor and Lady Stables.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 7d. 3/4.

DON'T FORGET.

TO-DAY.

Theatre Royal.—Loyland Hodgson Co.—9.15 p.m.
Coronet Theatre—8.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—1.15 & 8.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

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THE NEW FRENCH REMEDY... THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

SANITARY BOARD.

OFFENSIVE TRADES.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. G. R. Sayer presided and those present were Mr. S. W. Tso, Dr. O'Leary, Col. Humphry, Dr. W. W. Pearce M.C., and Mr. C. M. W. Reynolds (Secretary).

Discussing the proposed amendment of the Offensive Trades by-laws, the Chairman thought that although the Board had extensive powers under the nuisance section it should be a condition of the licence that precautions be taken against nuisances which in some trades must inevitably arise, such as in dusty trades. The trade of rag storing also was aimed at, for the reason that the rags collected from outside as well as in the Colony, were likely to harbour vermin. Proper disinfection should be insisted on beforehand.

Dr. O'Leary seconded the amendment was adopted. On the question of procedure in issuing these licences, Dr. O'Leary suggested a permanent sub-committee and the Chairman adopted the suggestion.

On the proposed new procedure for limewashing the Chairman pointed out that better machinery was needed to enforce limewashing, and he suggested to ask the Department to attend to the matter, instead of as now waiting until the department did it for them in their default, making too much work for the end of the season.

Mr. Tso said some responsible person must supervise the washing; it should not be left to coolies.

Dr. O'Leary said the proposal was not new, and the Chinese did not take kindly to it.

The Chairman said the Board was not anxious to have the work, but it was better to attend to it early in the season than as now pile up at the end.

Mr. Tso said the Chinese objections were because the coolies armed with authority respected neither property nor feelings.

The Chairman said the washing would be properly supervised and the amendment was agreed to.

An application for modification of the by-laws relating to habitation of basements was refused, the Board having no discretion.

Applications to close and offensive trade licences and the usual returns made up the agenda.

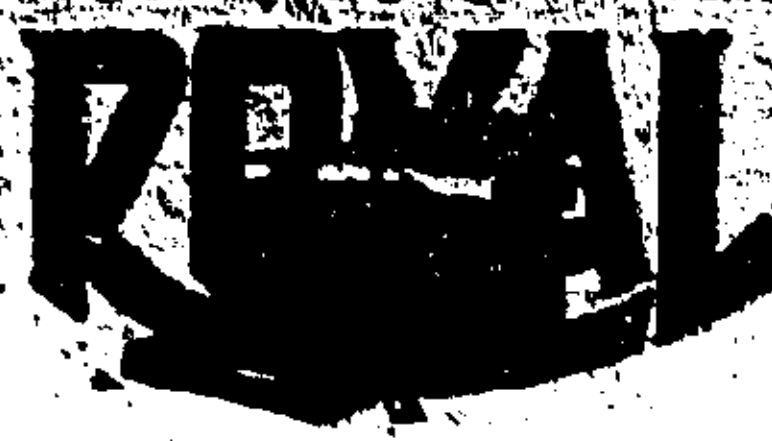
GENERAL NEWS.

"RANJIT" IN ENGLAND.

London, 8th June.—The King today invested the Maharajah Jam Sahab of Nawangar with the G.B.E. and later received the Rajah of Pudukotah and the Ranees. The Jam Sahab (Ranjit Singh) was at the Oval yesterday and watched the cricket match between Surrey and Sussex. He remains in England till the autumn, and may play in one or two games.

A "NON CHURCH-GOING AGE."

Mr. Ronald P. Jones, presiding recently at the meeting of the British and Foreign Unitarian Association, held in the Essex Hall, Essex-street, Strand, said that we lived in an age of non-church-goers. The war, he said, had done much to increase this habit of leaving churches severely alone. In the last century people attended church because it was the social fashion, the "right thing" to go. Now that Sunday recreation was not frowned upon the churches were half empty; but, although it temporarily reduced the congregation, he did not desire the attendance of people who only went under compulsion.



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EARLIER TELEGRAMS.

THE DEMOCRATIC CONVENTION.

San Francisco, July 3. At the conclusion of the reading of the platform Mr. Bryan presented five amendments including a bone dry plank. Ex-Congressman Cochrane presented a wet plank in favour of cider, light wines and beers and was greeted with prolonged cheering. Mr. Doheny (California) presented a modified Irish plank containing no specific recognition of the Irish republic.

In the first ballot McAdoo had 285 votes, Palmer 254 and Cox 134. In the second McAdoo had 239, Palmer 264 and Cox 159, the others being scattered.

The third ballot resulted McAdoo 323½, Palmer 232½, Cox 177.

President Wilson telegraphed the Convention: "While our enemies are endeavouring to isolate us among the nations of the world, we are following the vision of the founders of the Republic, who promised the world counsel and leadership of the free people of the United States in all matters affecting human liberty. That promise was deliberately renewed when we entered the great war for human freedom. We must now keep faith with those who died in Flanders to redeem it. The course the party has taken fills me with confidence in victory."

San Francisco, July 4. In the course of the prohibition debate on the floor of the Convention, Mr. Colby, after stating his belief that each delegate would vote on the liquor question according to his convictions, declared that Mr. Bryan was emulating the Republicans, who were in favour of the Treaty but who all had reservations in their pockets. He reminded him of the group of people described as meaning well feebly. Mr. Colby diagnosed the trouble with the Senate as intellectual lockjaw.

Mr. Carter Glass bitterly criticised the efforts of those who would deprive President Wilson of credit for the establishment of the League of Nations. The liquor question was omitted from the platform because the committee did not desire to becloud the issue. Referring to the Treaty question Mr. Glass said he was unable to agree with Mr. Bryan with regard to the latter's declaration. He was willing to remit ten billion dollars of indebtedness due to the United States abroad if that would bring universal peace. The price of peace to the United States was the blood of American soldiers. Mr. Glass said he was unwilling to remit that price in dollars.

The proposed bone dry plank was rejected by 929 to 155. Mr. Bourke-Cockran's wet plank was likewise rejected by 726 to 356. A substitute Irish plank was rejected by 675½ against 402½. All other attempts to amend the platform failed, including one proposed by Mr. Bryan to secure adoption of a plank in favour of giving the Senate authority to ratify treaties by a simple majority instead of a two thirds majority as now required.

ALLIES' UNITED FRONT.

Brussels, July 3. Reuter learns that the Conference has successfully resulted in achieving a united front regarding execution of the Treaty of Versailles, therefore the Germans will have no opportunity of profiting by the Allies' differences.

A message from Brussels says that the work of the Conference was delayed unexpectedly by a hitch in connection with Belgium's percentage of the indemnity. The incident is believed to be due to the action of Italy in demanding that Belgium should abandon in Italy's favour part of the percentage assigned to her. It is expected the matter will be settled to-day, Italy having declared that she will not insist on the system of annual payments provided for in the agreement. The percentage of Germany's payments to each of the Allies will be fixed prior to the Spa Conference.

Spa, July 3.

The Allied Missions have arrived and were ovated. On the contrary the Germans were received with chilling silence.

AMERICAN RAILWAYS.

New York, July 2.

A meeting of the Associated Railway Executives has appointed an advisory committee of nine executives to deal with transport emergencies through co-operative action by all railroads with the Inter-State Commerce Commission. It is announced that the step has been taken as a result of the special committee's report which was concluded in order to preserve private ownership. It was incumbent on individual companies by voluntary action and co-operation to establish some authorised agency authorised to deal promptly and effectively with such emergencies as contemplated in the Transportation Act.

HOME CRICKET.

London, July 3.

Cambridge beat Marylebone by 29.

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EARLIER TELEGRAMS.

ANOTHER GERMAN WHINE.

London, July 4. A memorial signed by twenty-two prominent German economists which was presented to the Peace Conference on 1st July in view of the Spa Conference says the German offer of May 1919 to pay a maximum of one hundred milliard marks in gold is not repeatable as the economic position of Germany has considerably worsened. Germany's minimum import needs in the next twelve months are 4½ millions tons of foodstuffs and three hundred thousand tons of phosphates for which Germany requires foreign credits in the form of an emergency loan. It lays down conditions of a new German offer, including that restitution of articles taken from occupied territories be considered part of the reparations debt.

LAWN TENNIS.

Wimbledon, July 3.

In the gentlemen's doubles final C. Garland and R. N. Williams (America) beat Kingscote and J. C. Parke (England), 4-6, 6-4, 7-5, 6-2, becoming champions of the world owing to the holders not defending their title.

In the mixed doubles championship final G. Patterson and Mlle. Suzanne Lenglen beat R. Lycett and Miss Ryan, the holders, 7-5, 6-3. This was the greatest mixed doubles ever seen. Lycett was the outstanding player of the foursome.

In the ladies' doubles Mlle. Lenglen and Miss Ryan beat Mrs. Lambert Chambers and Mrs. Larcombe, 6-4, 6-0.

POLES HARD-PRESSED.

London, July 3.

Ominous reports are reaching Brussels regarding the situation in the Polish armies which are apparently hard pressed. The Bolsheviks report a further advance by the Reds on Rovno, an important railway centre on the Gallician frontier. Anxiety is felt as to the capacity of the Poles to maintain a prolonged resistance.

The "Daily Chronicle" commenting on the news says the Poles have played with high stakes and lost. There can be no question of the Allies helping them to recover, but diplomatic intervention will probably be necessary.

GREEKS AND ITALIANS CLASH.

London, July 3.

The "Times" correspondent at Smyrna says that a collision occurred between Italian and Greek troops at Tidin on the railway boundary between the Greco-Italian zones. The Greeks allege that the Italians were unable to prevent the Turkish threat on Greek communications; therefore the Greeks occupied positions a few hundred yards within the Italian zone. The Italians fired and there were several casualties on both sides. The Greeks remain in their positions.

EGYPTIAN UNREST.

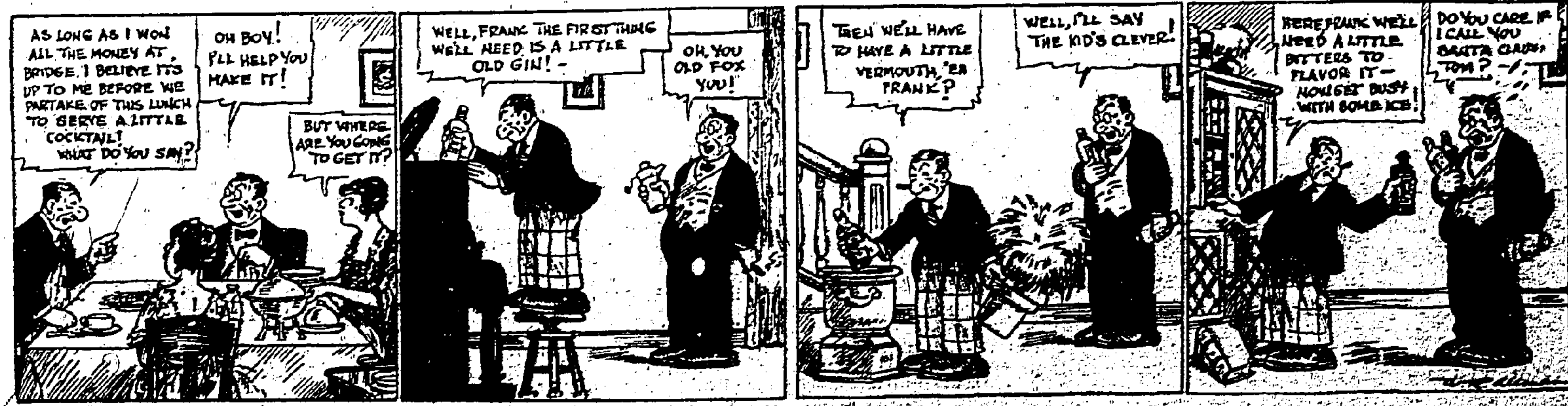
Cairo, July 3.

Abdul Rahman, Secretary of the local committee of the Egyptian delegation to London, had been arrested. Considerable importance is attached to the arrest and important developments are expected.

DOINGS OF THE DUFFS

Tom Never Keeps All His Eggs In One Basket.

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NOTICES.

RECEIVED

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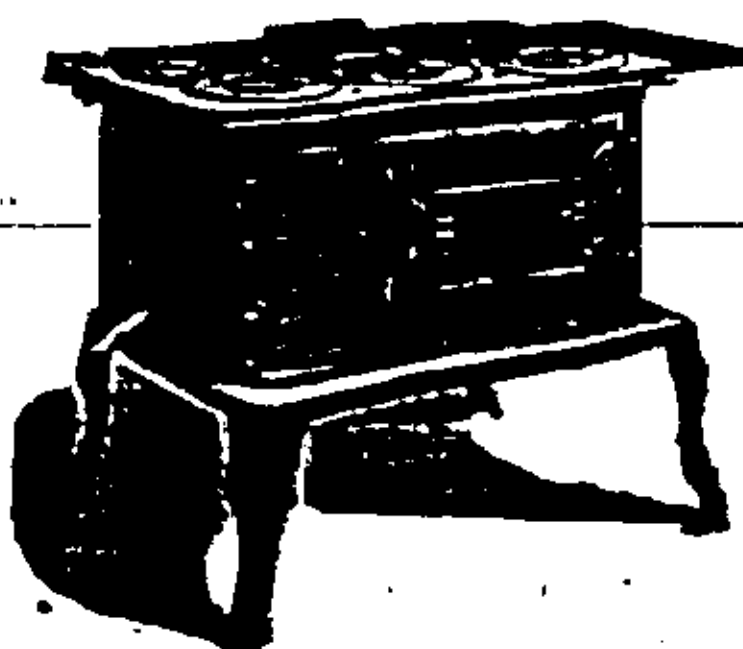
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THE COLONIAL DISPENSARY

14, Queen's Road Central.
Tel. No. 1877.OUR GREATEST REPORT
MARKET.THE NEW COMPETITION
IN INDIA.

The war has brought about many changes in the character and direction of our export trade, but the statement may be made (writes Mr. Thomas M. Ainscough, O.B.E., H. M. Senior Trade Commissioner in India, in the *Review of Trade Journal*) with a great truth to-day as in 1914 that of all the markets of the world India presents the greatest outlet for the products of British labour and enterprise. It is not generally realised that India was before the war, and still is, the most important market for United Kingdom manufactured goods. In the last pre-war calendar year, 1913, the United Kingdom shipped to India over £70,000,000 worth of goods of United Kingdom produce and manufacture, of which no less than £67,000,000—i.e., 96 per cent.—represented manufactured articles. In the year 1917 the figures were £50,000,000 and £37,000,000 respectively. The measure of the value of the Indian market to the British manufacturer can be expressed in the percentage of the shipments to that market as compared with the total shipments to all parts of the world. In 1913 16 per cent., and in 1917 13 per cent., of the exported manufactures of the United Kingdom were shipped to India. No apology, therefore, is needed in reviewing our position in the great Dependency, as it will be obvious that the prosperity of India and the maintenance of the purchasing power of Indian people is of most vital importance to British industry.

TRADE DURING THE WAR.

Despite all the handicaps under which our trade suffered during the war, many of which are still operative, the United Kingdom has maintained her position in the Indian market in a marvellous manner. In the year ending 31st March 1919, her share of the import trade was still 40 per cent., as compared with a pre-war average of 53 per cent. her share of the total trade was 35 per cent., as compared with 40 per cent. while the British Empire, taken as a whole, actually increased its share of India's overseas trade by one per cent. The recovery since March 1919 has been most striking, and although the completed figures are not yet available, there is evidence that much of the ground which was lost during the war is being regained.

INDIA NOW A COMPETITIVE
MARKET.

While it is true that our trade with India is showing remarkable recuperative powers, there are many new factors which require to be carefully studied, and many changes have taken place in the past few years as a direct result of the war which tend to weaken our position in the market, and which call for special efforts and revised methods and organisation in order to meet them. India must now be counted one of the competitive markets of the world. Before the war, in consequence of the old-established connections with the British merchant firms in the country, and also on account of the fact that the development of India had been conducted by British officials on British standards and methods, our trading supremacy was practically unassailable. Although Germany and Austria had increased their shipments in the years immediately preceding the outbreak of hostilities, these were not on a sufficient scale to cause any uneasiness, and British exporters very largely controlled the market in manufactured goods. During the war, however, owing to a great number of causes, such as the diversion of British industries to war production, the shortage of tonnage, &c., buyers in India were unable to secure their requirements from the United Kingdom, and consequently were forced to seek other sources. Buying offices and agencies were established in the United States and Japan, and these two countries were enabled by force of circumstances to secure, without particular effort, a stronger footing in the market than could possibly have been acquired by years of effort in normal times.

AMERICAN COMPETITION.

In 1913-14 American shipments to India only amounted to just over £3,000,000, of which 50 per cent. consisted of mineral oils and the balance principally iron and steel, machinery, hardware,

and cotton piece-goods. In 1918-19 American shipments stood at nearly £11,000,000. During the past twelve months a further great increase has been made, principally in iron and steel, machinery, hardware, motor cars, and provisions. Many causes have contributed to this expansion. There is no doubt whatever that American competition has come to stay. A determined effort is being made to secure a large share of the valuable trade of India in steel and steelwork, machinery of all kinds (including machine tools), mill stores, and hardware, canned provisions, motor cars, lorries, and cycles, and lumber. It is impossible at present even to estimate their probable future success when the usual United Kingdom suppliers are in a position to quote normal prices and deliveries, and when the usual channels of trade are opened up. This will entirely depend on the ability of our makers to quote competitive rates. In my "Report on the Conditions and Prospects of British Trade in India at the close of the War" will be found considered suggestions as to the methods United Kingdom firms should adopt to meet this competition, and I shall be glad to give advice to individual firms who may care to approach me while I am in England. To summarise briefly, it may be stated that the competition of America and Japan has largely revolutionised buying methods in India during the war period. Many United Kingdom makers and export houses, prior to 1914, considered that it was a waste of time and money to leave London, as they were able to secure all the orders they wanted from purchasing agents in the United Kingdom. This policy, although not progressive, was understandable so long as we retained the virtual monopoly of the trade. India to-day must be considered a highly competitive market, and requires to be treated with as great and painstaking attention as any other market where we may be struggling to secure a fair share of the trade. Assuming that our industrialists are in a position to quote competitive qualities, prices, and deliveries, the only way successfully to meet American competition is to have a trained staff in India, whether by the maintenance of the exporter's own branches and distributing organisation, or by the employment of energetic agents aided by salesmen and experts from the home works.

JAPANESE COMPETITION.

The most remarkable and significant feature of India's import trade during the war has been the prodigious expansion in imports from Japan. This will be seen from the following figures of the total values of imports from Japan during the years 1913-14 to 1918-19:

1913-14	£3,187,000	1916-17	£3,889,000
1914-15	£2,966,000	1917-18	£12,175,000
1915-16	£4,998,000	1918-19	£22,349,000

As I indicated in a report last year, the figures for 1918-19 probably indicate the high-water mark of Japanese exports to India for many years. It is now certain that Japanese shipments during the past year declined enormously, and it is hoped that as British suppliers are gradually able to make deliveries, the use of Japanese substitutes will be discontinued.

FUTURE OF JAPANESE TRADE.

Japanese imports into India were largely consisted of cheap, showy articles for the bazaar trade, which have replaced German and Austrian goods of similar type. These articles have not, as a rule, competed with British goods. So far as can be ascertained at present, Japan will probably retain this trade, as, owing to heavy taxation and labour troubles, the cost of production in the Central countries is bound to increase and the articles in question are peculiarly suited to Japanese conditions of industry. These remarks also apply in the case of matches and silk products. Japanese minerals, such as copper, sulphur, and brass, will probably continue to be imported in fair quantities. There is bound to be a considerable decline, however, in such articles as electric cables, wire, and accessories; paper, hardware, iron and steel, machinery, cutlery, paints, apparel and haberdashery, beer, tea chests, cement, and chemicals. It is to be anticipated that there will be greater competition than was apparent in 1913, but the imports during the last few years have been inflated solely on account of the shutting-off of normal

supplies, and not on the grounds of better quality or more economic production in Japan; so that British makers—provided that their prices are competitive—should regain their position in those trades.

COTTON YARNS AND PIECE-
GOODS.

It is in great Britain's staple trade with India—viz., cotton yarns and piece-goods, that the most serious inroads have been made, and that Japanese competition in the future is likely to be most permanent. The imports of cotton yarns and cloths during the year ending 31st March 1920, have, it is believed, fallen off considerably, but there is little doubt that certain classes of Lancashire goods will be faced with increasing competition in the future. The entry of Japanese bleached, dyed, printed, and coloured woven goods into the market on a fair scale is an earnest of the competition which may be felt in later years when the extensions to the machinery and plant in Japan, now either planned or in execution, become operative. The fact that Lancashire can barely cope with the volume of export business at present offering does not affect the question. When the world's overdue demands for textiles have, in course of time, been met, it is only to be expected that keen competition will again arise, and the recent enormously increased capitalisation of Lancashire mills will have, to some extent, discounted the impregnable financial position of the Lancashire industry.

DEVELOPMENT OF INDIAN INDUS-
TRIES AND ITS SIGNIFICANCE.

Mention must be made here of the new era which is dawning for India—the era of industrial expansion, during which the great Dependency will gradually take her place as an important manufacturing country and a valuable industrial asset to the Empire. The visitor to India to-day would see a remarkable change in its industrial position and in the outlook of its business men as compared with 1913. This is directly attributable to the lessons taught by the war. The difficulty of securing supplies from the United Kingdom, together with the risk of an interruption of communications by sea, has brought home to officials and business men in a most forcible manner the great danger of any outlying portion of the Empire being dependent on the Mother Country, not only for the munitions and allied manufacture necessary for self defence, but also for the vital requirements of its industrial life. When war broke out it was found that practically every industry in the country was dependent on overseas supplies not only for its machinery and plant, but also for the stores and material used in its daily working. The work of the Indian Munition Board during the war operated as a great stimulus to Indian manufacture. This was followed by the industrial share boom of 1919, when hundreds of companies were floated both in Calcutta and Bombay for local manufacture of all kinds. On all sides in India one meets a firm resolve to make the country as self-supporting as possible.

THE FUTURE.

It will be observed, therefore, that considerable changes are likely to take place in the character of the import trade in future, which will require many readjustments by British exporters to India. The import trade in several articles is bound to decline, and the competition in many more will be exceedingly acute. India, however, stands at the commencement of an era of great expansion. The increase in her wants is likely to be so great that the general volume of our trade with her is likely to increase rather than diminish. Although there will be some changes in the character of our shipments, I look forward with confidence to a great expansion in our export trade to India when the difficulties and preoccupations of reconstruction in Europe have been met, and particularly when labour conditions at home enable British manufacturers to quote competitive prices and give reasonable deliveries.

The extension of industries in India will not only increase the general prosperity of the country, and thereby raise the standard of living of the people but will tend in the long run to raise the standard and widen the range of commodities imported from overseas, and will make the country a more valuable member of the Empire than she has ever been hitherto.

NOTICES.

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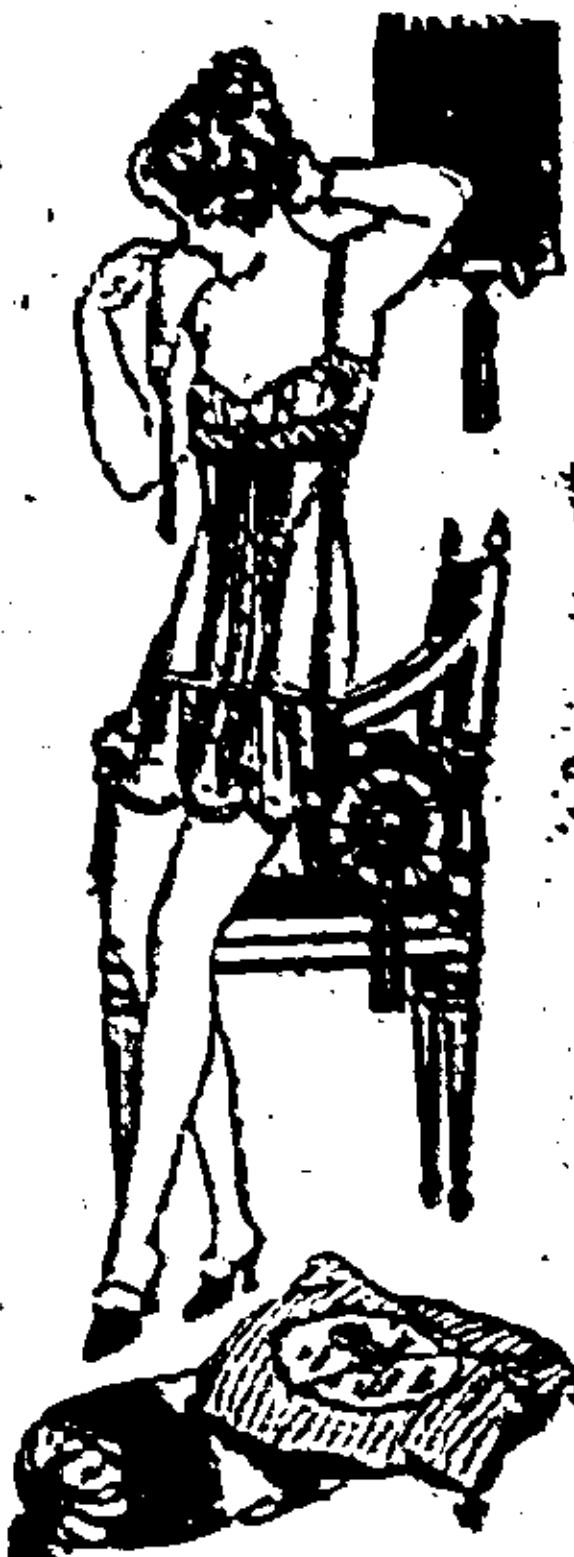
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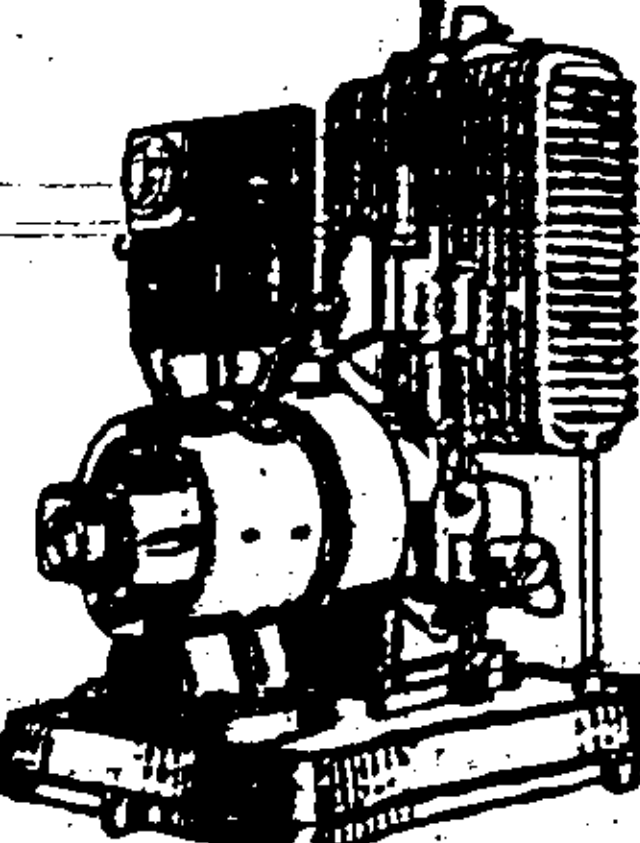
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This is the
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THE Alamo Unit is compact—No Motor Engine, generator, or battery—no noise, no special foundation is required. No belt or chain connections are used—slight clearing of carbon; no springs, cams or rods to get out of adjustment.
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AMERICA AND LLOYD'S.

ATTEMPT TO SET UP A NEW REGISTER.

It was recently reported that the United States Shipping Board had issued instructions that the managers and operators of vessels belonging to the Shipping Board must obtain their classification from the American Bureau of Shipping, the Bureau to make examinations without charge and issue the necessary certificates. This announcement has aroused much interest on both sides of the Atlantic, and in some quarters a good deal more has been read into it than appears on the surface, says a shipping correspondent of *Oberver*.

The United States Shipping Board is the largest owner of tonnage in America at the present time. It represents the Government in the same way as the Shipping Controller in the United Kingdom represented the British Government, and in the one case, as in the other, the ownership was only intended to be of a temporary and passing character. The ownership of merchant vessels by both Governments was forced upon them by the exigencies of the war. Fortunately, in this country our Government, through the Shipping Controller, took the earliest opportunity of divesting themselves of the ownership of merchant vessels, and Lord Inchcape, in a most patriotic manner, undertook the responsibility of taking over the Government merchant vessels from the Shipping Controller and disposing of them amongst private owners.

The United States Shipping Board have been less fortunate in this matter. They have for some time been doing their best to dispose of their ships, but "Barkis is not willing." The American shipowner has shown no inclination to take the vessels over on any terms acceptable to the authorities.

The Shipping Board has, of course, a perfect right to run the vessels which they control, either with or without a class, and if with a class in any register they prefer, just in the same way as any individual owner can do in this country; but there will no doubt be differences of opinion in America as to the wisdom of the Board's decision in this matter.

PRE-EMINENCE OF LLOYD'S.

Lloyd's Register of Shipping, which took its rise in the coffee house kept by Edward Lloyd, is one of the finest embodiments of voluntary organisation by those interested in shipping that exists throughout the world. It is British in its inception, in its working and in its efficiency; but it is international in its scope and reputation. When America came into the war and decided to make the magnificent effort which she did in producing merchant ships in record time, the authorities in America were glad to avail themselves of the unrivalled experience and knowledge of the surveyors to Lloyd's Register, which were freely placed at their disposal. At that time, Lloyd's Register was the only Classification Society in America with a highly trained and organised staff. It was the only one upon which the shipbuilders, shipowners, and underwriters of America relied for the classification of their ships. As a matter of fact, of the vessels then being built in the United States, some 95 per cent. were classified by Lloyd's Register of Shipping. This will indicate not only the pre-eminence of Lloyd's Register in America, as elsewhere, but the small degree of confidence which was placed in the local registry.

THE BUREAU OF SHIPPING.

A great effort has been made during the war to resuscitate the American Bureau of Shipping, and to rehabilitate it in the eyes of the shipping community—with what measure of permanent success remains to be seen—but any attempt to force individual shipowners to restrict their choice in classification to one society, and that one with no reputation behind it, appears to be a distinctly retrograde step. It is a matter, however, entirely for the Americans themselves. If the American

PUBLIC AUCTION.

GOODWILL OF THE PRACTICE OF AN ARCHITECT

hitherto carried on by the late FREDERICK ENDELL ROSSER at Nos. 33 & 40 Queen's Road Central, Victoria in the Colony of Hongkong to be sold in two lots by

PUBLIC AUCTION

on The 12th. day of July 1920 at noon

by Messrs. LAMMERT BROS., Auctioneers.

at Nos. 38 & 40 Queen's Road, Central.

Lot one consists of:—
All the right title and interest in the goodwill of the late Frederick Endell Rosser, deceased, late of Nos. 38 & 40 Queen's Road Central, Victoria, Architect.

Lot two consists of:—
All the office furniture etc on the above premises aforesaid.

For further particulars and conditions of sale apply to

G. R. HAYWOOD

No. 10 Des Voeux Road Central.

Solicitor for the Administratrix or Messrs. LAMMERT BROS. Duddell Street.

shipowners prefer to be the sport of an over-paternal Government in such matters, they are quite at liberty to do so, but the result will only recoil on their own heads.

American shipowners, during the last generation or two have been mostly confined to the coasting trade, which is protected against outside competition, and in that trade it has not mattered so much what classification the vessels bear. Now, however, the Americans have entered into overseas trade, which is international in all its ramifications, and they will find it necessary, as owners of other nationalities have done, in their own interest to adopt the highest and most universally accepted classification for their vessels.

Lloyd's Register of Shipping, with its numerous and highly-trained staff all over the world, affords by means of its talismanic 100A1, the best assurance to the shipowner that he has obtained a strong and staunch ship, to the merchant that he may safely trust his goods therein, and to the underwriter that he may with confidence cover the risk at the lowest possible rate. There are economic factors which no legislation can control, and their influence is ever present to the mind of the tramp owner, whose vessels have to go to all parts of the world seeking cargoes of divers kinds.

FREEDOM THE BEST POLICY. There has been in one or two of the comments a tone of acerbity which I think is rather unbecoming. As was mentioned in the columns of the *Oberver* some time ago, by no less an authority than Lord Pirrie, there need be no jealousy between the American shipping community and that of this country. We would rather welcome them as friendly competitors than our late enemy the Germans. There is plenty of room for the Americans and ourselves in international shipping competition, and if they choose to handicap their shipping with restrictive legislation, they themselves will be the sufferers. In building up her Mercantile Marine, Germany found freedom of trade in shipbuilding, and in shipping to be the best policy, and every other nation which aspires to a large share of the carrying trade of the world will find that they cannot with impunity defy the inherent laws of international commerce.

FIELD-MARSHAL DIES WHILE BATHING.

Field-Marshal Boroeric, who held an Austrian command during the Isonzo battles of 1917, is reported from Klagenfurt to have died of apoplexy while bathing.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURABAYA, SAIGON & SINGAPORE.

THE Steamship

S. S. "LAKE ONAWA"

having arrived from the above mentioned ports, consignees of cargo are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd. and stored at consignees' risk.

Consignees must produce an Import Permit before bill of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in the Hongkong & Kowloon Wharf and Godown Co's godowns, where they will be examined on July 13th, at 2.30 p.m. by Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after July 25th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Operators, U. S. Shipping Board Hongkong, 7th July, 1920.

NOTICE TO CONSIGNEES

THE STEAMSHIP

"PILSNA" From TRIESTE, VENICE, ADEN, COLOMBO, PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargowill be forwarded unless notice to the contrary be given before 8th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 24th inst. if they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 7th July, 1920.

Burglar & Fire-resisting SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS.

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TWO NIGHTS ONLY

Tuesday & Wednesday, July 6th & 7th.

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NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, JULY 7th.

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SATURDAY, JULY 10th.

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JULY 11th.

ORCHESTRAL CONCERTS

DURING Tiffin and AFTER-NOON.

J. H. TAGGART

Manager.

NOTICE.

HONGKONG UNIVERSITY.

Tenders are invited for the immediate construction of Two Concrete Tennis Courts in the University.

Specifications on application.

N. TEESDALE MAC KINTOSH.

Registrar.

Hongkong, 7th July, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 8th. July 1920.

commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of Household and Office Furniture.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 12th. July 1920.

commencing at 3 p.m.

at Messrs. Cooper & Co's godown, Wanchai.

(for account of the concerned)

200 Bales Gunnies 21" x 40"

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 9th. July 1920.

commencing at 11 a.m.

at Messrs. Yue Fat's Godown, Kennedy Town.

(For account of the concerned)

1085 Bags Tonkin Rice (Stored in above godown)

95 Bags Tonkin Rice (Stored in No. 12 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kennedy Town)

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 10th. July, 1920.

commencing at 12 o'clock (noon)

at Messrs. Wah Kee's Godown, Kennedy Town.

(For account of the concerned)

617 Bags Tonkin Rice (Stored in above godown)

329 Bags Tonkin Rice (Stored in No. 10 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., West Point)

200 Bags Tonkin Rice (Stored in Messrs. Yue Fat's Godown, Kennedy Town)

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 10th. July, 1920.

Commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

(for account of the concerned)

700 tons No. 1 Saigon Long White Rice, broken grains 15% to 20%

700 tons No. 1 Saigon Long White Rice, broken grains 15% to 20%

160 tons No. 1 Saigon Long White Rice, broken grains 15% to 20%

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 8th. July 1920

commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of Orange Blossom Chocolates

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS

WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. — 350 353 354 & 355

NOTICE.

The interest and responsibility of Mr. Herbert William Looker in our Firm ceased on the 30th June 1920.

DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 1st July, 1920.

NOTICE.

We have admitted Mr. William Edward Leonard Shenton a partner in our Firm as from to-day.

DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 1st July, 1920.

NOTICE.

We are vacating our present premises on July 31st, and removing temporarily to No. 19, Ice House Street (next to Messrs. Cheong, photographers). In order to avoid, as much as possible, the repacking for removal of the stocks at present displayed, we are offering for a few weeks only Smoking Requisites, Cigars and Egyptian Cigarettes, Virginia Cigarettes and Tobacco at reductions of 15 per cent, 10 per cent, and 5 per cent, respectively.

TABACQUERIA FILIPINA.

10, Des Voeux Road, Central.

Telephone 3359.

Hongkong, July 2nd, 1920.

PUBLIC AUCTION.

By Order of the Mortgagees.

Messrs Lammert Brothers have received instructions to sell by

Public Auction

on

FRIDAY

The 33rd day of July 1920, at 3 p.m. at their Sales Rooms

Duddell Street, Victoria,

Hongkong

The following valuable Leasehold property situate at Victoria in the Colony of Hongkong, viz:—

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Section 5 of Inland Lot No. 425 together with the message erected thereon known as No. 5 West Terrace Victoria aforesaid. Term 999 years from 28th. May 1853 created by a Crown Lease of the said Lot dated 17th. April 1895 Annual Crown rent \$8.46. Area 2959 square feet.

For further particulars and conditions of sale apply to

JOHNSON, STOKES & MAISTE.

Princes Buildings, Ice House Street, Hongkong.

Solicitors for the Mortgagees, or to

Messrs LAMMERT BROS.

Auctioneers.

Hongkong, 5th July, 1920.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 12th. July 1920.

commencing at 11 a.m.

at Nos. 2 and 3 godowns, Holt's Wharf, Kowloon

(for account of the concerned)

1,000 Boxes Tin Plates (all more or less damaged)

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

WANTED.

WANTED.—For Rope Works in Manila, first class ropemaker to take charge of the rope making as chief foreman. Apply to BROSSARD MOPIN & CO. Hongkong.

FOR SALE.

FOR SALE.—LADY WISHES TO SELL entire contents of well furnished 5. Roomed house, including Victrola, Silver, Blackwood Furniture, and cut Glass, (all nearly new) Apply Box 336 c/o "Hongkong Telegraph" NO DEALERS.

FOR SALE.—Abergeldie 135 Peak. Apply 135 Peak.

FOR SALE.—By Peak Resident, roomy perambulator, in first class condition. Price \$75.00. Apply Box 392 c/o "Hongkong Telegraph."

FOR SALE.—Two handsome single teak beds with box mattresses and mosquito nets complete; all in excellent condition; \$90. Box 384. "Hongkong Telegraph."

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram station. Apply to Lin-laid & Davis, Alexandra Buildings.

LOST

LOST.—From 126 The Peak Rough Haird Irish Terrier Dog. Licence No. 64 on Collar. Finder will be rewarded.—Apply W. Fraser c/o Hongkong Electric Co. Ltd.

TO BE LET.

TO LET.—3 roomed flat furnished, Kowloon, for 4 months from 15th July. Apply Box 393 c/o "Hongkong Telegraph."

TO LET.—Furnished House in Kowloon for 6 weeks from 19th July. Apply Box 394 c/o "Hongkong Telegraph."

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road. Opposite the University. Tel. No. 732. P.O. Box, 593. Principal JOHN P. JONES B.Sc., M.E., M.A.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French for Hongkong University July Examinations.

Private Tuition can also be had in these subjects. Prospectus on application.

DALTON - ADDING - LISTING - CALCULATING - MACHINE

ALMOST human in its capabilities; MORE than human in its accuracy.

TEN KEYS ONLY

Operation as Simple as a Typewriter. Demonstrations given on request.

Machines put out on trial, free of

AMERICA AND LLOYD'S.

ATTEMPT TO SET UP A NEW REGISTER.

It was recently reported that the United States Shipping Board had issued instructions that the managers and operators of vessels belonging to the Shipping Board must obtain their classification from the American Bureau of Shipping, the Bureau to make examinations without charge and issue the necessary certificates. This announcement has aroused much interest on both sides of the Atlantic, and in some quarters a good deal more has been read into it than appears on the surface, says a shipping correspondent of *Oleograph*.

The United States Shipping Board is the largest owner of tonnage in America at the present time. It represents the Government in the same way as the Shipping Controller in the United Kingdom represented the British Government, and in the one case, as in the other, the ownership was only intended to be of a temporary and passing character. The ownership of merchant vessels by both Governments was forced upon them by the exigencies of the war. Fortunately, in this country our Government, through the Shipping Controller, took the earliest opportunity of divesting themselves of the ownership of merchant vessels, and Lord Inchcape, in a most patriotic manner, undertook the vast responsibility of taking over the Government merchant vessels from the Shipping Controller and disposing of them amongst private owners.

The United States Shipping Board have been less fortunate in this matter. They have for some time been doing their best to dispose of their ships, but "Barkis is not willing." The American shipowner has shown no inclination to take the vessels over on any terms acceptable to the authorities.

The Shipping Board has, of course, a perfect right to run the vessels which they control, either with or without a class, and if with a class in any register, they prefer, just in the same way as any individual owner can do in this country, but there will no doubt be differences of opinion in America as to the wisdom of the Board's decision in this matter.

PRE-EMINENCE OF LLOYD'S.

Lloyd's Register of Shipping, which took its rise in the coffee house kept by Edward Lloyd, is one of the finest embodiments of voluntary organisation by those interested in shipping that exists throughout the world. It is British in its inception, in its working and in its efficiency; but it is international in its scope and reputation. When America came into the war and decided to make the magnificent effort which she did in producing merchant ships in record time, the authorities in America were glad to avail themselves of the unrivalled experience and knowledge of the surveyors to Lloyd's Register, which were freely placed at their disposal. At that time, Lloyd's Register was the only Classification Society in America with a highly trained and organised staff. It was the only one upon which the shipbuilders, shipowners, and underwriters of America relied for the classification of their ships. As a matter of fact, of the vessels then being built in the United States, some 95 per cent. were classified by Lloyd's Register of Shipping. This will indicate not only the pre-eminence of Lloyd's Register in America, as elsewhere, but the small degree of confidence which was placed in the local registry.

THE BUREAU OF SHIPPING.

A great effort has been made during the war to resuscitate the American Bureau of Shipping, and to rehabilitate it in the eyes of the shipping community—with what measure of permanent success remains to be seen—but any attempt to force individual shipowners to restrict their choice in classification to one society, and that one with no reputation behind it, appears to be a distinctly retrograde step. It is a matter, however, entirely for the Americans themselves. If the American

PUBLIC AUCTION.

GOODWILL OF THE PRACTICE OF AN ARCHITECT

hitherto carried on by the late

FREDERICK ENDELL ROSSER

at Nos. 33 & 40 Queen's Road Central, Victoria in the Colony of Hongkong

to be sold in two lots by

PUBLIC AUCTION

on

The 12th. day of July 1920 at

noon

by

Messrs. LAMMERT BROS.,

Auctioneers,

at Nos. 33 & 40 Queen's Road Central,

Central.

Lot one consists of:—

All the right title and interest in the goodwill of the late Frederick Endell Rosser, deceased, late of

Nos. 33 & 40 Queen's Road Central, Victoria, Architect.

Lot two consists of:—

All the office furniture etc on the above premises aforesaid.

For further particulars and conditions of sale apply to

G. R. HAYWOOD

No. 10 Des Vaux Road Central,

Solicitor for the Administratrix

or

Messrs. LAMMERT BROS.

Duddell Street.

shipowners prefer to be

the sport of an over-paternal

Government in such matters,

they are quite at liberty to do so,

but the result will only recoil on

their own heads.

American shipowners, during

the last generation or two have

been mostly confined to the coast-

ing trade, which is protected

against outside competition, and

in that trade it has not mattered

so much what classification the

vessels bear. Now, however, the

Americans have entered into

overseas trade, which is interna-

tional in all its ramifications, and

they will find it necessary, as

owners of other nationalities have

done, in their own interest, to

adopt the highest and most uni-

versally accepted classification

for their vessels.

Lloyd's Register of Shipping,

with its numerous and highly-

trained staff all over the world,

affords by means of its talismanic

100A1, the best assurance to the

shipowner that he has obtained a

sound and staunch ship, to the

merchant that he may safely

trust his goods therein, and to

the underwriter, that he may with

confidence cover the risk at the

lowest possible rate. These are

economic factors which no

legislation can control, and their

influence is ever present to the

mind of the tramp owner, whose

vessels have to go to all parts of

the world seeking cargoes of

divers kinds.

FREEDOM THE BEST POLICY.

There has been in one or two

of the comments a tone of

acerbity which I think is rather

uncalled for. As was mentioned

in the columns of the *Oleograph*

some time ago, by no less an

authority than Lord Pirrie, there

need be no jealousy between the

American shipping community

and that of this country. We

would rather welcome them as

friendly competitors than our late

enemy the Germans. There is

plenty of room for the American

and ourselves in international

shipping competition, and if they

choose to handicap their shipping

with restrictive legislation, they

themselves will be the sufferers.

In building up her Mercantile

Marine, Germany found freedom

of trade in shipbuilding and in

shipping to be the best policy,

and every other nation which

aspires to a large share of the

carrying trade of the world will

find that they cannot with

impunity defy the inherent laws

of international commerce.

FIELD-MARSHAL DIES WHILE

BATHING.

Field-Marshal Boroevic, who

held an Austrian command dur-

ing the Isonzo battles of 1917, is

reported from Klagenfurt to have

died of apoplexy while bathing.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURA-
RAYA, SAIGON & SINGA-
PORE.

THE Steamship

S. S. "LAKE ONAWA"

having arrived from the above

mentioned ports, consignees of

cargo are hereby notified that

they must take immediate de-

livery of same alongside, and all

cargo impeding discharge will be

landed at their risk and expense

into the hazardous Godowns of

the Hongkong & Kowloon Wharf

and Godown Co., Ltd. and stored

at consignees' risk.

Consignees must produce an

Import Permit before bill of lading

can be countersigned.

All broken, chafed and dam-

aged goods are to be landed in the

Hongkong & Kowloon Wharf &

Godown Co's godowns, where they

will be examined on July 13th,

at 2.30 p.m. by Messrs. Carmichael

& Clarke.

All claims must be presented

within 10 days of the steamer's

arrival here, after which they can-

not be recognized.

No claims will be admitted after

the goods have left the Godowns,

and all goods remaining unde-

livered after July 25th, will be

subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

send in their bills of lading for

countersignature.

THE ROBERT DOLLAR CO.

Agents.

Operators, U. S. Shipping Board

Hongkong, 7th July, 1920.

NOTICE TO CONSIGNEES

THE STEAMSHIP

"PILSNER"

From TRIESTE, VENICE,

ADEN, COLOMBO, PENANG

& SINGAPORE.

Consignees of Cargo are hereby

informed that all Goods are being

landed at their risk into the Go-

downs of the Hongkong & Kow-

loon Wharf and Godown Com-

pany, Ltd., at Kowloon, whence

and or from the wharves delivery

may be obtained.

Optional Cargo will be forward-

ed unless notice to the contrary

is given before 8th inst.

No claims will be admitted after

the Goods have left the Godowns,

and all Goods remaining unde-

livered after the 15th inst. will be

subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 24th inst.

or they will not be recognized.

All broken, chafed, and dam-

aged Goods are to be left in the

Godowns, where they will be ex-

amined on the 15th inst. at 10 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & CO., LTD.,

Agents,

Hongkong, 7th July, 1920.

Burglar & Fire-resisting

SAFES

"Prevention is better

than Cure."

The Undersigned have just

received a new consignment of

Milner's Safes.

LAMMERT BROS.

Duddell Street.

NEW ADVERTISEMENTS.

30 STAR Artists THEATRE ROYAL 30 STAR Artists HONGKONG.

TWO NIGHTS ONLY

Tuesday & Wednesday, July 6th & 7th.

THE LEYLAND HODGSON

REVUE COMPANY

Direct from London,

IN THE LATEST REVUE AND VANDEVILLE

DIFFERENT PROGRAMME EACH NIGHT.

30 STAR Artists POPULAR PRICES 30 STAR Artists Booking at MOUTRIE'S.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, JULY 7th.

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SATURDAY, JULY 10th.

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JULY 11th.

ORCHESTRAL CONCERTS

DURING Tiffin and AFTER-

NOON.

J. H. TAGGART

Manager.

NOTICE.

HONGKONG UNIVERSITY.

Tenders are invited for the im-

mediate construction of Two

Concrete Tennis Courts in the

University.

Specifications on application.

N. TEESDALE MAC KINTOSH.

Registrar.

Hongkong, 7th July, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received

instructions to sell by Public

Auction on

Thursday the 8th. July 1920.

commencing at 11 a.m.

at their Sales Rooms, Duddell

Street.

A Quantity of Household and

Office Furniture.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received

instructions to sell by Public

Auction on

Monday the 12th. July 1920.

commencing at 3 p.m.

at Messrs. Cooper & Co's

godown, Wanchai

(for account of the concerned)

200 Bales Gunnies 21' x 40'

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTIONS.

THE Undersigned have received

instructions to sell by Public

THE MANSLAUGHTER CASE.

DEFENDANT MAKES A LONG STATEMENT.

Below we give the evidence in the trial, at the Police Court yesterday, of Mr. W. J. Williams on a charge of manslaughter, as a result of the shooting of a Chinese detective.

Dr. Y. K. To, Assistant Superintendent of the Government Civil Hospital, deposed that at 1.35 a.m. on the 11th deceased was brought to the hospital by Sergeant Kelly. Deceased had a bullet wound on the right. The entry of the bullet was on the inner side in front, about three inches above the knee cap. The exit was a much larger wound at about the same level and was on the left at the back. Some muscle was protruding from the exit wound and the long bone of the thigh was fractured. Deceased was suffering from extreme loss of blood and profound shock. Witness had to give him a transfusion of saline at once. His condition was a little improved a few hours later. At 10 a.m. he operated on deceased with the latter's consent. He found the main artery, the veins and nerves of the thigh had been completely torn. Under such circumstances there was practically no hope of saving deceased's leg. After consulting with Mr. Moore, Superintendent of the hospital, witness amputated deceased's leg. Deceased underwent the operation fairly well, but owing to extreme loss of blood, and shock he died at 1.20 p.m.

Mr. Nash: From your observations from what distance do you think deceased was fired at?

Dr. To: From a few yards, perhaps seven feet. I take it that deceased received the wound while facing the door of defendant's house. The wound was located in front of the thigh. From the condition of the wound can you say if it was a rebound shot or direct shot? Direct shot.

To reply to further questions, Dr. To said there was no charred spot on the thigh.

Chu Hong, detective, No. 218, stationed in the Eastern District, stated that at 11 p.m. on the 10th he received instructions to patrol Kennedy Road with deceased. They were in reality, arriving at the terrace in which defendant's house was situated at 11.30 they walked to a point of ground at the end of No. 56. There was a lane running off the back of the house. He told deceased to stand at the corner of No. 56 while he walked to the west end of the terrace. Nothing attracted their attention and they walked on the path in front of the houses. They then sat on the steps leading to defendant's house. They sat on the same step. Two minutes elapsed and they heard a sound from No. 56. Deceased went down the steps, looking into the house in question. Witness remained sitting. Shortly after he heard the report of a rifle and deceased calling out "I have been hit in the leg." Witness thought that the shot must have been fired from inside a house. He shouted in English and Chinese "I am a policeman on duty, a detective."

He blew a whistle. A number of Europeans, including ladies, came out of the houses. Witness went to Mr. Young Hee's house, in the same terrace, and tried to telephone to his station. As he could not get through he went to his station, leaving deceased in charge of an Indian constable, and returned with Inspector Kent. Nobody called out "Who are you?" or issued any challenge before he heard the report of the rifle. Witness had been on special patrol on the terrace before. He had been attached to No. 2 Police Station for little more than three years. Examined by Mr. Nash, the detective stated that he had been a detective for twelve years.

Mr. Nash: What do you mean when you say you were in plain clothes?

I was dressed more or less as I am now. How was De - Nam (deceased) dressed? He was dressed in a grey suit with black stripes. Mr. King produced deceased's clothes.

In answer to further questions witness said deceased wore shoes but he could not say whether he had socks on. The shot was fired about six minutes after his arrival on the terrace. He and deceased were sitting on the fourth or fifth step from the bottom.

Sergeant Kelly said that on Saturday night at 11.30 p.m. he proceeded to Kennedy Road where he saw Inspector Kent. He took deceased to hospital. Deceased went out on patrol on his instructions. It was a special patrol on account of burglaries and larcenies reported to have taken place in the terrace. Deceased and Chu Heung had been on duty together before. He ascertained on Monday that there were sixteen steps leading to defendant's house. The distance from defendant's house to the bottom of the steps was 25 feet. On June 10th he visited defendant's house on receipt of a report that an attempted burglary had taken place in the house. He found that a pane of glass in the front door had been smashed. Defendant spoke to him and they discussed protective measures.

Owing to a misunderstanding Mr. Nash interrupted the witness and said he objected to the evidence.

Continuing, Sergeant Kelly stated that the defendant told him that he saw two men from his house. He told defendant that they might be his subordinates.

Mr. Nash: I suppose men are allowed for special patrol duty are allowed to use certain discretion.

Sergeant Kelly: Yes. It is a practice of the Police to warn residents of localities patrolled by detectives before they start a special patrol system? Yes.

Did you warn Mr. Williams on this occasion? No. It was in consequence of defendant's and others complaints of burglars that special patrolling detectives were sent to the terrace. We warned defendant two months ago.

Was the conversation you had with Mr. Williams on June 10th a casual one? Yes.

How could you remember this conversation so well? I remember it. Continuing, Sergeant Kelly said that formerly he sent out detectives for special patrol duty at 12 mid-night but the time was altered to an hour earlier as a result of a report from Mr. Young Hee of an attempted burglary at his house at 11 o'clock.

Inspector Kent gave evidence to the effect that at 11.50 p.m. on the 10th he received a telephone message at the charge room saying that a Chinese had been shot at Kennedy Road. Almost immediately after, detective Chu Heung entered the charge room. Accompanied by Chu Heung witness went to Kennedy Road. He saw deceased lying outside defendant's house. His head was facing east. His left leg was on the first step outside the defendant's house, and his right leg was on the foot path. He noticed a bandage round deceased's thigh but it could not stop the flow of blood. Witness had to fasten it with a string. Defendant introduced himself and said "It is a regrettable affair. I thought these men were thieves." Witness told him to say nothing more and asked him to produce his rifle and pouch. Defendant obeyed and also handed witness a cartridge case. In compliance with witness' order defendant reported the matter to him at the Station and he charged him. Defendant did all he could to render first aid to deceased and had also sent for a doctor from the Naval Yard.

Examined by Mr. King, Inspector Kent stated that there had been nineteen burglaries and attempted burglaries in Wanchai District since April. On May 18th Mrs. Evans, wife of Captain Evans, reported that her house at No. 58 Kennedy Road, had been burgled. On June 16th defendant reported to him that an attempted burglary had taken place at his house. The special patrol at night was instituted about ten weeks ago. On the 2nd of this month Mr. Young Hee's house, No. 54 was also trespassed by burglars.

Mr. Nash: Have the Police received instructions not to trespass on private property?

Inspector Kent: Yes. But the special patrol system was started at the request of the residents of the terrace. Mrs. Evans particularly asked for Police protection because her husband is at present in Europe.

Mr. Huxton said he did not agree with Mr. Nash. The Police were perfectly justified to watch thieves even on private property. This concluded the evidence for the prosecution.

Mr. Nash said he reserved his defence but his client was very anxious to make a statement to his Worship.

After having been cautioned defendant said: It is with deep feelings that I stand before your Worship today. With your permission I wish to make some observations on incidents previous to the 10th. I have occupied No. 55 Kennedy Road since October 1919. The tenancy was very pleasant until Christmas night when a burglar entered Mr. Young Hee's house, No. 51. One man was found in the room but he escaped. Between that day and May 1st this year several suspicious characters had been seen on the terrace but no actual attempt had been made to enter any of the four houses on the terrace. In the early hours of the morning of May 18th the house occupied by Mrs. Evans, No. 58, was entered by burglars who removed a pane of glass from the front door and also burned powder, the fumes of which was intended to overcome the occupants. Hearing a noise Mrs. Evans went downstairs but had to put a handkerchief over her mouth on account of the fumes. Mrs. Evans went to the back of the house but finding no person returned to her room. In the morning she discovered that several articles had been stolen from the hall. During the latter part of May several undecipherable were seen by residents round the buildings. On June 16th an attempt was made by burglars to enter my house. They removed a pane of glass from the front door. A friend staying with me on that night saw a flicker of a light and called out from his room if anything was the matter. I was just on the point of asking this question. We both proceeded downstairs very cautiously and discovered that the burglars had not succeeded in gaining admission. When we switched on the light at the door they decamped. We blew Police whistles and reported the matter to a European Sergeant who quickly brought Sergeant Kelly on the scene. Since that day burglars have been seen on my verandah, the last occasion being Tuesday, June 29th. A burglar working on the verandah to get into my room must have an accomplice watching through the glass door where they could see anyone coming downstairs through the passage being slightly illuminated by a street lamp. Therefore, when I got downstairs there was no one seen about. I watched for three nights commencing from the 29th, so that my wife and children could sleep. On the 2nd, at 11.30 p.m. in small employed by Mr. Young Hee appealed to me to protect her master's son from

burglars who were attempting to get into her house. I proceeded to Mr. Young Hee's house and found that the iron gates guarding the house had been forced open. Mr. Young Hee kept the key of the gate. The amah told me that she observed the burglars tampering with the front door. The men got away before I arrived. The matter was reported to a Chinese at No. 2 Police Station. On the night of the 3rd I went to bed and went to the verandah. After watching for ten minutes, I saw two men emerging from the east end of the terrace. They examined the doors of all the houses and walked westward. I woke up my son and told him what I had seen. I resumed the watch with my son. A few minutes later a man without shoes or socks, having the appearance of a coolie, came from the east end of the terrace and after loitering in front of the houses gave a signal to a man dressed in black at the other end of the terrace. The man in black stood in such a position as to command a view of the slope approaching the terrace, also the plot of ground on the east end of the buildings. At this given signal the man in black advanced and met the first man at the bottom of the steps of Mr. Young Hee's house, and there they stood for a little while. Knowing that Mr. Young Hee and family were out I became very anxious about his son who was in the house with only the amah. As I was on the point of going out the two men turned and came towards my house, and went up the steps. I picked up my rifle which I usually keep in the bed room, and went downstairs. The two men were then sitting on the steps. Something disturbed them and one of them went down the steps as if to ascertain if anyone was about. He shortly came back to his companion. I raised my rifle and thought the men would see me through the glass door, but before I knew what had happened the rifle had gone off. Deceased threw up his hands and rolled down the steps. The other man jumped up from where he had been sitting and called out "Police." I realised at once what had happened. Opening the front door I went out to the man's assistance. I could only account for the terrible accident through unconsciously pulling the trigger of my rifle and the bad state of my nerves caused by repeated attempts made by burglars to enter my house. I did not know these men were detectives. Had I known this I would have given them assistance in the discharge of their duty if necessary. My wife procured bandages for the deceased and I did all I could to stop the flow of blood from his wound. A huge crowd including an Indian and a Chinese constable collected but none of them rendered any assistance. I held deceased in my arms and gave him water to drink.

I should like to mention that for four years, from April, 1915, to April, 1919, I was sent by the Admiralty to shipwreck in Scotland to work on ships of the Grand Fleet. During that period I worked from 7 in the morning to 11 or 12 at night, including Sundays. I have had some nasty experiences. After the battle of Jutland, I was one of three to visit the "Malaya" on which a battery on the starboard side had been wiped out. On another occasion I saw the sinking of H.M.S. "Natal" in the space of three minutes. Fortunately, I had postponed my visit to the cruiser until the following morning. I could go on and engrave several other incidents which I have witnessed. I consider that the present bad state of my nerves is due to these

HELP TO END THIS BURGLARY EPIDEMIC IN THE COLONY BY BUYING

BURGLAR-PROOF SAFES

THEY ENSURE SAFETY OF YOUR VALUABLES AND EASE OF HEART.

THE SINCERE COMPANY, LIMITED "HONGKONG EMPORIUM."

experiences. Surgeon Commander Babington of the Naval Yard has attended me and he and the Inspector advised me to go home to take a rest. But I cannot do this at present, being engaged in retraining submarines to proceed to the North. My work compels me to work from 7 a.m. to 10.30 p.m. Sundays included. The burglaries took place since the departure of the ships and submarines of the China Squadron for the North. The bad state of my nerves which resulted in the regrettable accident is partly due to lack of sleep. Defendant broke down and commenced weeping. Mr. Hutchison said that in view of the seriousness of the charge he increased defendant's bail from \$5 to \$250, but he would be satisfied with a personal bond for that amount. Mr. King agreed. Defendant was committed to the forthcoming Sessions for trial.

BRITISH KHAKI FOR GERMANS.

BIG ENGLISH ORDER.

Berlin, May 22.—Germany's green boys, as are popularly called the members of the military police force, in uniform of the colour of their uniform, are in future going to wear English cloth, the Government having placed an order for 700,000 metres, to the value of about a million, and a half marks (£75,000), with a British textile firm.

The fact was disclosed this morning by the *Vossische Zeitung*, which accompanied the announcement with violent denunciation of what it called "this absolutely incomprehensible circumstance."

Later the Home Office issued a defence, in which it stated pathetically: "For nearly a year, our officials have been trying to get clothing for the military police. They begged, implored, threatened and applied everywhere—the State and War Clothing Departments, textile factories—all in vain."

"Many police are going about in rags, hundreds of others are doing duty in civil clothing."

"After all these fruitless attempts we had to act, therefore, if the whole organisation for security was not to be endangered."

Now, after the contract has been concluded, all sorts of people are coming forward, saying they could have provided the material at a lower price than the English offer, and the Pan-German Press is in a rage. *Die Post*, for instance, describing the transaction as a crime to German industry and a scandal that cries to Heaven.

A poignant detail is that the cloth coming from England is khaki, and will have to be dyed in Germany to the particular shade of green which the Government considers goes best with the Prussian complexion.

CONSIGNEES.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS Call Flag "L"

Sole Agents for "KELVIN MOTORS." Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works Tel. K.21. Manager K.329. Secretary K.369. Harbour Engineer K.28. Telegrams "SEYBOURNE"

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO

THE Steamship "EASTERN TRADER"

having arrived from San Francisco via ports on 1st July, 1920 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on 6th July, 1920, by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 7th July, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC. Agents.

1st floor, Powell's Building, 12, Des Voeux Road, Ckt. Hongkong, 1st July, 1920.

CONSIGNEES.

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.

S.S. "KOREA MARU" From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived, Tuesday 6th July, 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk. Storage will be assessed on cargo remaining undelivered after Tuesday, 13th July, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Friday, 16th July 1920, at 10 a.m.

No Claims will be recognized after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

Y. TSUTSUMI, Manager. Hongkong, 6th July, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SEATTLE

THE Steamship "ARCTURUS"

having arrived from Seattle via ports on July 1st 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 11 a.m. on July 6th, 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 7th July, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

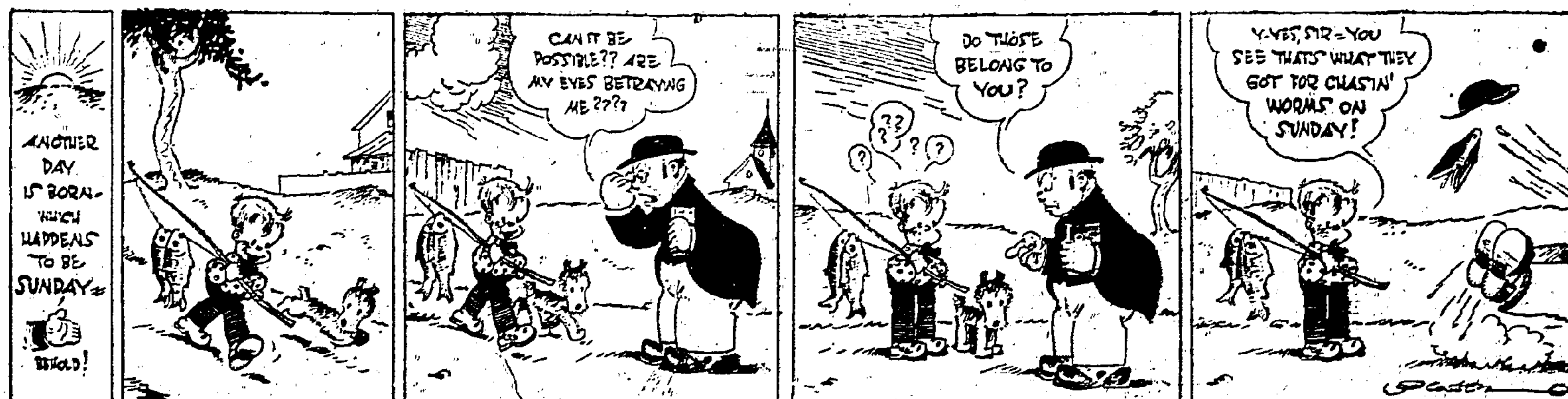
STRUTHERS & DIXON, INC. Agents.

1st floor, Powell's Building, 12, Des Voeux Road, Central Hongkong, 1st July, 1920.

FRECKLES AND HIS FRIENDS

The Fish Are the Ones To Blame!

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 7, 1920.

THE SPA CONFERENCE.

The Spa Conference, which is just being opened, is certainly the most important that has been held since the Conference of Versailles, because there will be decided momentous questions arising out of the peace settlement. It was a happy decision on the part of the Allies to have a preliminary conference at Brussels for the purpose of coming to a complete agreement before the Allies representatives met the German delegates, and news has been telegraphically received that the much-desired unity has been achieved. There was a little rift in the serenity of the gathering, owing to Italy demanding that Belgium should abandon part of the percentage of the indemnity already allocated to her, but that matter seems to have been satisfactorily settled.

We have already given our views on what the attitude of the Allies should be towards Germany and in view of the decisions come to at the Brussels Conference it is necessary to examine the position in its later light. The Allies have come to the conclusion that they must secure the disarmament of Germany at any price, and French and British military heads have been instructed to consider practical means of imposing upon Germany the execution of the disarmament clauses of the Treaty. We are in sympathy with that, because without the disarmament of our late enemy the Peace Treaty is nullified in one of its most essential parts. Germany only needs a force sufficient for internal policing and there should be no undue laxity shown even in that direction. The Allies are also insisting on the delivery of all the war material enumerated in the Treaty and the abolition of conscription. We have no fault to find with that and we think that Germany will be acting mistakenly if she protests or procrastinates. She has signed her bond and must keep it. It is her own interests and in the interests of Europe that she should. The point in which we are mostly interested is that dealing with the indemnity. As to its distribution among the Allies and the question of preference being granted to one Ally as against the others we can safely leave that to Allied financial experts to deal with. We don't think there will be any quarreling, though there will be attempts by the more impoverished of the Allies to secure an early payment of whatever is coming their way. This indemnity question to Germany is a serious matter and, rightly or wrongly, we feel sympathetically inclined towards her. The wires to hand over-night tell us that a memorial has been signed by twenty-two prominent German economists pointing out that since May 1919, when there was an offer to pay a maximum of one hundred milliard marks, the economic position of Germany has become considerably worse. No one can deny that, because the German revolution has intervened and the industrial machinery has been very considerably weakened. It was surely weak enough before. Germany must import heavily if she is to keep going. She needs foodstuffs and raw materials and to buy these she needs foreign credits. It is suggested that those credits should take the form of an Emergency Loan, and that seems a perfectly reasonable suggestion. We cannot think that the latter part of the message dealing with articles taken from ex-occupied territories being considered as part of the reparations debt will be taken seriously, but the fact that Germany is seeking to make her burden the lighter to bear should not always be interpreted as a deliberate attempt to shirk reasonable responsibilities. In our former comment on this question we asserted that a little generosity on the part of the Allies would be of the utmost value, because it would give Germany a chance to make herself economically sound and give the Allies themselves a better assurance that they would get what they were asking for. We believe that the Allies should only ask for what Germany can make by way of profit from her industrial workings. That is all she can spare, without the creation of an even more serious position.

Now that the Spa Conference is sitting we shall soon be having figures through of what has been decided. Let us hope that there has been reasonable shown by the victors, who stand to lose by forcing a non-productive crisis in Germany and who stand to gain by encouraging and helping Germany to regain her economic stability. As we said before, we are actuated mainly by economic motives, but we also have the consciousness that a people's welfare and happiness are at stake. By all means let us be strict with Germany—the Germany that caused the cruel suffering of five years' bloody warfare—but let us avoid being cruelly extortionate. Let us give this broken nation a chance to pay what she owes and leave herself free to benefit by the knowledge that she is paying a just debt in an honourable manner.

NOTES & COMMENTS.

THE TENNIS CHAMPIONSHIPS.

We now know the whole of the results of the championship finals at Wimbledon. From the British standpoint, there is ground for regret, because not one of the present year's champions is a British player. So we have to console ourselves with the fact that in three of the events English players did win their way into the finals, even if they failed to secure any titles. The most outstanding feature of this year's world tennis is the fact that Mlle. Lenglen, the brilliant French exponent, is champion in three events—ladies' singles, ladies' doubles and mixed doubles. That shows what a marvellous player she must be, for it is a record that could not possibly be bettered. Another fact deserving of comment is that in two of the events, the holders of titles won last year have had to give them up to other players, Paterson (the Australian) having been beaten by that whirlwind American exponent, Tilden; and Patterson and Mlle. Lenglen wrestling the mixed doubles honours from Lycett and Miss Ryan. America figures quite well in the list, for apart from the girls' singles, a pair of this nationality has won the Girls' Doubles by defeating Kingscote and Parke (England), thus becoming world champions, because last year's winners, Thomas and O'Hara Wood, are not defending their title. In addition to that, a clever American lady player, Miss Ryan, figures as joint lady doubles champion with Mlle. Lenglen and also appeared in the final round of the mixed doubles. The British competitors have just missed the championships. Will new and better players be unearthed before another season, we wonder?

"BOOSTING" CITIES.

We see that a Canton contemporary is urging the necessity of "boosting" that city, both in the interests of business and also so as to attract more tourists. It is pointed out that Honolulu has a Promotion Committee, that Japan has a Tourist Bureau, that Manila is working for a bigger port and that Hongkong "is talking of making that Colony more beautiful." The latter comment might easily have been more generously worded, for we are not only talking of making this Colony more attractive; it is becoming more and more beautiful every day, thanks to the efforts of the Botanical Department. But it is not the Hongkong way to go in for "boosting," much as American and English seaside resorts may do so. We have at times wondered that there has been no systematic publicity campaign initiated on behalf of tourists by the Government, the shipping companies or the hotels. It cannot be that Hongkong is lacking in attractiveness, for we make bold to say that there are few places in the world with finer scenery than Hongkong boasts. Still, perhaps it's as well there has been no "boosting," for heaven knows where accommodation would be found for any more visitors to our shores. Still, the day may come when, with the opening up of the New Territories and other spots, it will be worth while to indulge in a little advertising enterprise.

RUSSIAN REVELATIONS.

It will be interesting to see whether any developments arise out of the reported discovery of a remarkable document purporting to reveal certain negotiations between Mr. Churchill and a representative of "White" Russia. It is said that Mr. Churchill enjoined the greatest secrecy over this matter, as he feared the criticism of the Labourites. If that is so, he must be rather chagrined, that a copy of the report on the alleged negotiations should have been handed to the British Labour delegation which has been visiting Russia. There are very serious allegations in this document, especially regarding the reported promise of secret help to Denikin, the organisation of selected Russian prisoners in Germany to fight the Bolsheviks, the alleged promise to ask the Commons for twenty-four millions sterling to help in the fight, and the recognition of Kolchak. In view of the present tendency towards a recognition of the Soviet, these promises read very strangely. What will be the upshot of it all?

DAY BY DAY.

LET US HAVE FAITH THAT RIGHT MAKES MIGHT.—Lincoln.

This morning only three boats came into the harbour.

The remains of a scavenger coolie who was killed in a fall into a nullah at Kennedy Road were removed yesterday to the Victoria Mortuary.

Because his wife had run away with a former awesmith, the husband, a Chinese, yesterday enlisted the aid of the Police in a search for the erring pair.

Yesterday's health return shows one case each of plague, diphtheria and enteric. The sufferers were respectively Chinese, American and British, and the first-named was fatal.

A Chinese has been removed to the Government Civil Hospital following a tramcar accident at Des Voeux Road West yesterday in which he was knocked down and received a number of injuries.

The latest victim in a motor car accident was a cow, whose death which took place on one of the roads in the New Territories was deemed to be of sufficient gravity for a report to be made to the Police.

Yesterday we reported that "for the theft of four steering chains and a new tarpaulin, J. Lyle, an engineer of the Kumsang, was on Saturday sentenced to three months' hard labour." The delinquent should have been described as Chief Officer of the vessel—not engineer.

Mr. K. Lansen, acting Danish Consul in Hongkong, is in receipt of the following communication from the Foreign Minister at Copenhagen:—"Treaty between Denmark and Allied Powers by which Sovereignty of Slesvig has been transferred to Denmark has been signed at Paris. His Majesty the King of Denmark will sign law concerning incorporation on the 29th instant. This day being celebrated as 'Reunion Day'."

MOTOR BUS SERVICE.

A LOCAL VENTURE.
At a meeting in the Chinese Chamber of Commerce in Hongkong the proposal of building a motor road connecting Shaki with Chinsan was made by Mr. Chan Kun-yue, the promoter, and unanimously passed. The route will pass through over 40 villages, with a branch from Chinsan to Heungchow, and will be completed in about six months.

FORMERLY OF HONGKONG.

REV. J. S. HARRINGTON MARRIED.

The marriage was solemnized at Wycliffe College, Toronto, on June 9, of Helen Margaret, eldest daughter of Principal and Mrs. O'Meara, and the Rev. J. Sidney Harrington (Rector of Campbellton, N. B.) son of the late Charles Sidney Harrington, K.C., and Mrs. Harrington, of Halifax. The ceremony was conducted by Principal O'Meara, assisted by the Rev. Canon Troop.

The bride, who was given away by her uncle, Mr. Edward Boyd, wore her travelling suit of French blue silverstone with hat to match and white for furs. She carried a white prayer book and her flowers were orchids, sweet peas and sweetheart roses. Miss Marjorie O'Meara, sister of the bride, acted as bridesmaid, and little Miss Kitty Earp was flower girl. The groom was supported by the Rev. W. R. R. Armitage, M.C. The ushers were Mr. Robert Boyd and Mr. Gray Ekins.

After the reception at the Principal's residence, Mr. and Mrs. Harrington left on a short motor trip. They will live in Campbellton, N.B.

The bridegroom will be remembered by many in Hongkong as a former master at St. Stephen's College and, for a time, as acting chaplain at St. Andrew's Church, Kowloon.

AVIATION NOTES.

(BY "METEORITE.")

The call of aviation, which the remarkable progress of science and human skill has given considerable development since the war, has been marked in China by an altogether surprising eagerness in the transference of this power into the realms of commerce and official life. To many persons who have been accustomed to the slow progress which matters of vital importance usually make in this country, this denouement comes as a revelation of the psychology of the Chinese, for memory has not been so entirely obliterated that it can not be forgotten how some decades back, one Manchou Emperor, his respect for a foreign power not permitting him to act otherwise, bought up before its completion by the foreign concern, what was then the first section of railway in the country and then destroyed it. Since that time, however, the value of the railway has been much more appreciated by the Chinese, and to-day when an ultra-modern invention makes its appearance, there is indicated the probability that this will furnish another spoke in the wheel of progress in China.

There is felt the need to connect the straggling provinces of this vast Republic by a system of aerial communications, so that in the next decade or two, if the plans of the Chinese Government fructify, the more remote districts of the country will be more closely bound up with the prosperous areas of the coasts and rivers. Apart from the commercial uses to which it will be put, the aeroplane has a place to fill in the official and civic life of the country. With this invention there is furnished the best possible means for a great improvement along many lines on which the progress of the nation could be worked. The organizer of the Aeronautics Department (General Timm) has in view a number of adventurous undertakings with the machines he purchased from the Handley Page concern. To start with, a removal of one great source of the country will be effected when these machines are used against the bandits of Shantung and other robber-infested provinces. The picturesque desperado, however well he may conceal himself in his native mountain strongholds, will be easily located, and he is promised short shrift when that time comes. Another use for the plane in the same line will be the location of salt and customs smugglers, and coast patrols. In commercial pursuits the plane will be of extreme use in the transportation of precious metals and ores from the interior to the ports, the running of mail services, including the carrying of important dispatches between provincial officials; and also the transportation of officials between the provinces on important missions. Undertakings on a larger scale will be the exploration and reconnaissance of new routes, railways and highways, the survey of the coasts and making maps, and the study of the vital questions of river and harbour problems.

With a full-sighted recognition of these many possibilities the Chinese Government has not been guilty of half measures in the steps which it has taken towards the development of aviation in the country. A big hole has been created in its finances by the purchases of aeroplanes, and a loan from a foreign power for the purchase of more planes had been undertaken. Chinese students are being sent abroad to study aeronautics with a view to their subsequent employment in the commercial and civil aviation services which are now being planned. While the development of such matters will necessarily depend on the return of these pilots the Chinese Government in the meantime will serve a very useful purpose by giving demonstrations of the machines that have been bought, for in that way can the confidence and incidental support of the population be secured.

The past week has been interesting as revealing the fact that South China is keeping pace with the times in its coming possession of a system of aerial communications organized by the Director of the Kwantung Aeronautic

Department, the well-known Captain Tom Gunn. Times will be strenuous when these machines which are being brought over from America operate on the Canton-Shanghai route and be brought into competition with Mr. Ricon's machines.

We are all interested in the report and recommendations of the Advisory Committee on Civil Aviation which has just been announced through the wires. The route from Egypt to India which appears to be the one that concentrates attention has been prominent for a considerable time past, but it should be pointed out that this is only a section which could be extended both ends to London and Hongkong as the termini. The worries of the local businessman will be relieved when he learns that for the payment of the extra cost, he can receive his mails within a week, from the time of their dispatch from the Home office.

A meeting of supporters of the local Aero Club is convened for next Friday when it is expected that they will sort themselves out for the purpose of forming a committee. There have been reports that one or two local residents are making purchases of aeroplanes, in which case the Club will acquire something of the dignity and importance conveyed by its name.

In recent notes I referred to the new wing developed by Handley Page. It is learned that this new device has been independently tested by the National Physical Laboratory, and the results entirely confirm the claims made for the invention by the H.P. Company. The influence on aviation of the new invention will, it is anticipated, result in a great reduction in the size of aircraft and a resultant decrease in the running expenses. Machines will be able to land at speeds much lower than those necessary at present, smaller aerodromes will be required, and landings in small fields will be possible in case of necessity. The invention should eventually result in a decrease in freight and passenger rates, apart from the fact that it should render it possible in the near future to produce small aeroplanes at a price comparable with that of a two-seater motor car.

It has been pointed out that in one respect the great spectacular flights, as for instance the Rome-Tokyo undertaking, and the attempts to beat height and other records do much more harm than good to aviation. They are before their time, so that in nearly every case success is dependent on exceptional luck. Naturally, in this venturesome field, the number of failures far exceeds the successes, and the public gets the impression of heroic struggling to achieve the impossible; the solid success of the aeronaut when he is attempting something well within his own and his machine's powers is overlooked; and the whole aeronautical achievement and potentialities are depreciated. Many people object that aviation will always appear risky to a large section of the public, and this is of course true; but with demonstrated safety the number of such objectors will rapidly diminish, and as the younger generations, to whom aviation will be as much an everyday experience as trams and railways and steamships and motorcars and even rickshas are to us, grow up, the number of the timid will assuredly diminish almost to vanishing point. Already the dangers are almost at that point for the latest returns show that between September 2nd, 1919, and April 10th, 1920, both dates included, the H.P. Continental Air Services carried 1,195 passengers, and 63,961 lb. of freight, over a distance of 87,769 miles, without a single mishap of any kind whatever. This period, it will be noticed, covers the worst months of the West European winter.

A flight in a Handley Page aeroplane concluded the recent Railway Engineering Conference at Banyuan, China, to illustrate to the delegates the simplest method of overcoming the transport problems which faced them on terra firma. Sixty passengers went up in three flights. Fifty-one ladies also flew. The railway experts were greatly impressed by their flight in a gale and added to the findings of the Conference a recommendation that a passenger air service might be started between Peking and Kienlin.

TO-DAYS MISCELLANY.

It is stated that Robert Louis Stevenson's birthplace, 8 Howard Place, Edinburgh, is to be converted into a Stevenson museum and library. It is a small and unpretentious, but comfortable stone house in a row, on a low ground, just to the north of the Water of Leith. The statement that it was here, in 1833, when four years of age, that R.L.S. dreamed that he heard the "noise of pens writing" would seem to be incorrect. Stevenson was born at 8 Howard Place, on November 13, 1850. Two and a half years later his parents moved to Inverleith Terrace, on the other side of the same road. Because of the cold outside walls, they moved again, in 1857, to the centre of New Town, and lived for 30 years at 17, Heriot Row.

The question of why lawn tennis is not more actively encouraged at boys' schools is again being discussed. Surely the old notion that "pat ball" (as it is used to be called in contempt) is effeminate is not entertained by anyone who has played a few hard sets. There are few games (writes a correspondent) which can give so much strenuous exercise in a short time. Yet when I was at school, though we were encouraged, and even ordered, to play five, lawn tennis was considered, by the powers that prevailed, to be beneath our youthful dignity. No opportunities were given us to play in the school fields, and if we were seen playing elsewhere it was regarded as a rather disgraceful thing—almost as bad as playing Association when our school code was Rugby. Can any headmaster explain why this should be so?

The forthcoming conference at Spa may do something to re-establish the pre-war character of that watering-place as a cosmopolitan resort. Formerly it was the most fashionable watering-place in Europe, and in the eighteenth century it furnished all the wits with a target for their shafts. Sheridan in his "School for Scandal" says of "Cousin Ogle" that "her face resembles a table d'hôte at Spa, where no two guests are of a nation." At that time there could always be found there members of all the aristocracies of the Continent, together with a mob of seedy characters, adventurers, cheats, and swindlers of every nation. The gambling-room was the centre about which this motley crowd revolved. For eight centuries Spa was included in the independent Church-State of Liege, whose prince-bishops permitted a liberty of play which other rulers thought advisable to curtail in their own dominions.

Mail advices from South Africa report the arrival in Table Bay of the United States scientific research ship Carnegie. Outside of official circles little is heard of the valuable work done by the Carnegie, which is maintained by the Carnegie bequest for the purpose of enabling magnetic and atmospheric observations to be made in all parts of the world. For some ten years the vessel has been at sea, and during that time has covered about 250,000 miles. She was specially constructed for the work, all her fittings, of brass, copper, or bronze, in order not to interfere with the working of the scientific instruments. Apart from magnetic and atmospheric observation, the staff have been instrumental in correcting the positions on the maps of several of the lesser-known islands in the Pacific Ocean. The results are supplied to the British Admiralty as well as to the United States Admiralty, and during their stay at Table Bay the staff of the Carnegie have been co-operating with the scientific members of the Cape Town Observatory. From South Africa the Carnegie proceeds to Colombo, going on from there to Honolulu, Samoa, Perth (Western Australia), and New Zealand, and in the course of the voyage it is hoped to carry out investigations in parts of the Pacific not previously explored in detail.

LIFE LOST FOR GOLF BALL.

Alfred Booth, a boy caddie, was drowned on the Reddish Vale golf links, Manchester, recently while trying to recover a ball from a pond.

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GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
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YEE SANG FAT CO.

JUST ARRIVED
A Latest Line of Gentlemen's
STRAW HATS
New Style, Fine Quality.
Prices: \$4.25 to \$5.00 each.

SUN HELMETS

LIGHT in WEIGHT RAINPROOF and SUNPROOF
Prices: \$2.75 to \$12.50 each.

YEE SANG FAT CO.
Cor. Queen's Road & D'Aguilar Street.
TELEPHONE 1355.

LEYLAND HODGSON COMPANY.

SUCCESSFUL OPENING NIGHT.

The possibilities of a revue and vaudeville company as a money-making proposition were not exhausted when after the long season of the Humphrey Bishop Company the Leyland Hodgson Company last night followed with the presentation of "Rosebuds," a revue which has a good record with the home theatres, and which from all indications is likely to become popular here. Owing to the early departure of their steamer, Mr. Hodgson, however, announced that the Company finish their short season to-night, but will make another appearance in Hongkong on their return from the North.

A packed house last night gave evidence of the popularity which this class of show has with local residents. A one-act comedy play by Kella Howard, named "An Order to View," which preceded the revue, occupied the attention for the first half of the evening, and served as an introduction to four very clever members of the Company in the persons of Mr. Hodgson, Miss Harrington, Miss Desmond and Mr. Baverstock. A bright little comedy in itself, the play was given additional polish by the skill of the artists, whose knack of hitting off the amusing points was appreciated by the applause which greeted their efforts.

The curtain went up after the interval to disclose the one-act revue "Rosebuds." It speedily secured a firm hold on the audience, as any play crammed full with funny situations and absurdities would. A forist married and well-advanced in years, but still, as he says, a "bachelor" in his youthful feelings has to continually work up fibs for the delectation of his wife to cover his escapades, and his trying efforts in this direction, which usually commence with "You see, it is just like this," have a decided effect on the risible propensities of his audience. Mr. Baverstock who acted in this character, was irreproachable, whilst Miss Harrington sustained in an equally capable manner the role of the wife. The other members of the cast acquitted themselves well. The play also serves as the vehicle for the rendition of a number of songs, of which one named "You know what I mean," was extremely popular. The chorus composed eight girls, made successive appearances in this amusing revue.

FRAUDS ON STAMP COLLECTORS.

MANY FORGERIES ON THE MARKET.

"Stamp forgers are at work again," said an official of Messrs. Stanley Gibbons, Ltd., the philatelic experts, to a *Daily Chronicle* representative. "There is no reason," he added, "why collectors should be deceived, if they are prepared to take ordinary precautions against fraud." The simplest method of protection is to submit all doubtful cases to a recognised expert. We ourselves do quite a large trade as reference experts, and have been instrumental in saving the pockets of many enthusiastic collectors.

"Postmark forgeries are comparatively easy to perpetrate, and yet amateur collectors are apt to be deceived in this way. Collectors come to us and say: 'This must be a genuine stamp. Look, it has got the regulation postmark on it.' As a matter of fact, a postmark is not difficult to forge, whereas a watermark is frequently hard to imitate." Most forgeries are concerned with old stamps, as the prices for these naturally run much higher than those for new issues.

"The first forgery on record was in connection with the old British 'black' penny stamp, and one still comes across them in early collections."

"Certain kinds of Spanish and Swiss stamps were, years ago, favourite types with the forgers, but the game is not so profitable now, collectors having been so frequently warned on the subject. The war had the effect of increasing the interest in stamps, and the number of stamp collectors is on the increase every year. Two of the great teachers of geography are war and stamp collecting. Many a military hospital patient, happy with his stamp collection, has unconsciously played a missionary part. A record price for stamps was fetched in Paris recently, when £4,000 was paid for two stamps of the island of Mauritius, one the penny orange, and the other the 2d. blue. The stamps were sold together, and I do not know the individual value placed upon them."

To-night the Company is presenting "Til-bits from Vaudeville." The management announces with regret the absence of eight members of the Company, who were, on account of sickness, left behind in Rangoon.

NO DIVIDENDS.

WORKERS' GUILD TO BUILD HOUSES.

An ambitious trade union scheme to build houses on the guild principle was launched in London recently.

The sponsors of the movement are the London District Council of the National Federation of Building Trade Workers.

Their proposal is to use the resources of their own organisation to build the houses so urgently needed by the nation.

In the preliminary prospectus (written by a *Daily Chronicle* representative) a scheme is outlined for the formation of "The Guild of Builders (London) Limited," and an appeal is made for volunteers who will pledge themselves to carry out the work of the guild.

60,000 WORKERS INVITED. These prospectus will be put before all the building trade workers in London, numbering about 60,000, with an invitation to enrol as guildsmen.

Attractive terms are offered to the guild workmen. They will, of course, receive full trade union rates of pay, and, in addition, it is stated,

"as soon as it can be arranged they will be 'put on the strength for life,' and receive pay in sickness or accident, in bad weather or in good, at work or in reserve."

They are also promised "a new status as freemen, working in a democratic comradeship of service," and full control of the industry.

CONTROL OF INDUSTRY. Mr. W. Bradshaw, of the National Federation, told a *Daily Chronicle* representative that they regarded the scheme as the first step towards the attainment of the general control of industry by the workers.

In our union, he said, "we have architects, technicians and mechanics and all classes of workers whose labour is required for the erection of buildings of every kind."

"We shall have no difficulty in obtaining the services of the 'brain' workers, and we have also promises of support from the co-operative movement."

"Our intention is to undertake contracts for building whether given by private or by public bodies, and we shall go on building until the demand is satisfied."

Later, an attempt will be made to develop the idea nationally. The scheme will come before the Building Trades Parliament in August.

Workshops will be controlled by managers appointed by the Guild Committee, who will be responsible to all the organised building workers of the district.

To cover its preliminary expenses the guild is asking for loans, repayable out of its surplus earnings.

"A Building Guild has already been formed in Manchester, and has agreed to erect 500 houses for a local authority there."

NATIONAL DEVELOPMENT. The guilds are designed ultimately to undertake every branch of the building industry, to provide its customers with the services of skilled architects and engineers, to buy and manufacture the materials, to transport them to the site, erect the buildings—and, even, perhaps, to furnish them.

"We do not anticipate any difficulty in raising the money," said Mr. Bradshaw. "No doubt we shall raise quite enough from subscriptions made by our own members."

NO DIVIDENDS. It is laid down in the prospectus that "organised public service" is to be the watchword of the guild.

Under no circumstances will surplus earnings be distributed as dividends. They will be devoted to the improvement of the service by providing for increased equipment, for reserve, for technical training and research, and for the elimination of hired capital.

"A new vision of creative service" is the way the project is described. "It boldly challenges the industrial traditions of a century, and makes its appeal solely to the best instincts and creative impulses of men. It is the first industrial organisation in history that is set up to give service rather than to get it."

MR. CHURCHILL AND EARL BEATTY PLAY POLO.

Mr. Winston Churchill played for the United Services against Roehampton in a polo match at Roehampton recently, this being his first appearance on the polo field for 12 years. Admiral Lord Beatty played back. When rain stopped the match the United Services were leading by five goals to one.

NOTICES.

DAIRY FARM NEWS.

POULTRY

Owing to the high price of imported poultry, our prices for own housefed poultry will be as follows on and after the 8th inst:—

CAPONS - - - 50 cents per lb.
CHICKENS - - 60 " " "

7th. July. 1920.

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.



CAL-PA-CO

PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE CALIFORNIA PAINT CO.

Sole Agents
GERIN, DREYER & CO.
HOTEL MANSIONS

AFTER A LONG ABSENCE
CAUSED BY THE WAR
A CONSIGNMENT
IS JUST TO HAND
OF THE FAMOUS

NESTLE'S THICK RICH CREAM

IN 2 SIZES

11½ ozs. 90 cents per tin
5½ ozs. 60 cents per tin

SOLD BY LANE, CRAWFORD AND OTHER STORES.

Can be "WHIPPED" but cannot be BEATEN.
FREE FROM PRESERVATIVES.

MR. J. P. MORGAN AND HIS LONDON HOME.

Washington, May 25.—President Wilson has transmitted to Congress, without recommendation, the offer of Mr. J. P. Morgan of a gift of his London residence for American industries. This building faces Hyde Park, and was used by Mr. Morgan's grandfather and father. A letter from Mr. Colby, the Secretary of State, declares that the residence is desirable and convenient, but not large enough to be used both as an Embassy residence, and offices.

HOW TO DEAL WITH A COLD.

A hot bath at bed-time, followed by a dose of Pinkettes, forms the best treatment for a cold. Mild in action and perfectly harmless, Pinkettes are equally suitable for both sexes and for any age from childhood onwards. They dispel constipation without inconvenience or purging, cure biliousness, sick headaches, liverishness, bad breath. Are obtainable from druggists everywhere, also at 60 cents the vial, post free, from Dr. Williams' Medicine Co., 96 Sechen Road, Shanghai.

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Selected Cowhide, Good locks, Leather-lined Pockets in head for Paper and Envelopes etc. Blotter in Body.

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EGYPT, EUROPE, ETC.
PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DEVANHA KALYAN	8,100	21st July	Singapore, Penang, Colombo, Port Said, Marseilles, London and Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

MADRAS	8,900	6th July	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS EASTERN	4,300	18th July	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
	4,000	20th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

TORILLA KALYAN	9,000	8 July, 10 a.m.	Shanghai & Kobe.
		13th July	Shanghai & Japan.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
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TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.
FUSHIMI MARU Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

KAMO MARU Tuesday, 13th July, at noon.
IYO MARU Friday, 16th July, at noon.

HAMBURG, LONDON & ANTWERP via Batavia, Surabaya,
Colombo, Suez and Port Said.

TSUSHIMA MARU Saturday, 10th July.

LIVERPOOL & MARSEILLES via Suez, Cte. Suez & Port Said.
TSUSHIMA MARU Monday, 19th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU Wednesday, 21st July, at 11 a.m.
AKI MARU Wednesday, 18th Aug., at 11 a.m.

NEW YORK via the Suez Canal.

TOKIWA MARU Wednesday, 21st July.

SOUTH AMERICAN PORTS via Suez, Durban & Cape Town.

KAWACHI MARU Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.

SHINYO MARU End of July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU Wednesday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Wednesday, 21st July, at 11 a.m.

TANGO MARU Saturday, 24th Aug., at 11 a.m.

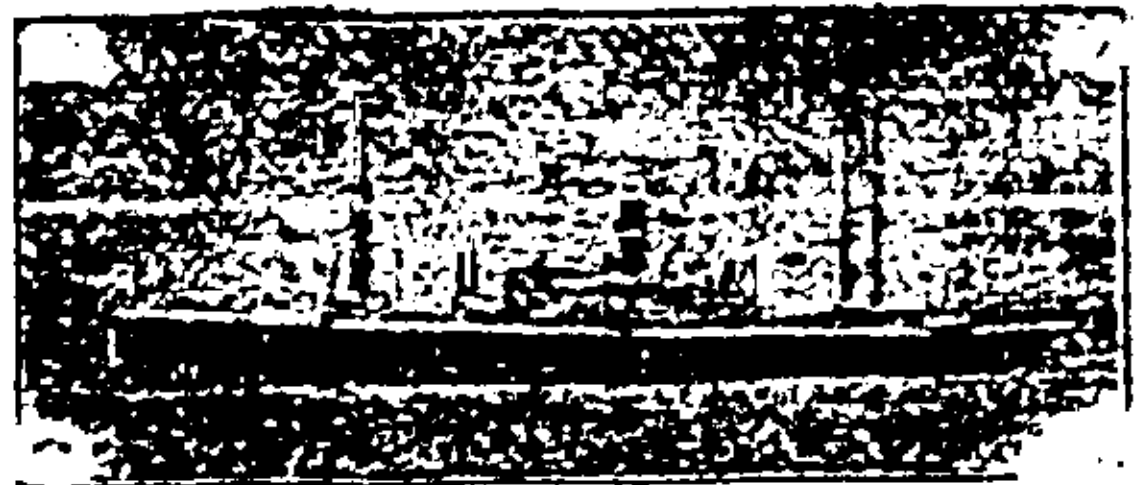
SHANGHAI, KOBE & YOKOHAMA

MURORAN MARU (Kobe only) Thursday, 8th July.

TENSHIN MARU Sunday, 11th July.

SHIDZUKA MARU Friday, 16th July, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at	W. L. OFFICE	For
Tjisalak	Java	13th July	19th July	Japan.
Tjilawoek	Japan	16th July	19th July	Java.
Tjilawong	Java	19th July	24th July	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

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Through Bills of Lading issued to U.S.A. and Canada & Overland Points.

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Shipping to Europe, Australia, and other Ports.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" (Call Marseilles) 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

ROMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" Tuesday, 20th July.

"SIAM MARU" Beg. of August.

SAIGON, BANOKOK, & SINGAPORE—Regular Monthly Service.

"OSMAN MARU" Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" Saturday, 17th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARIZONA MARU" Sunday, 11th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" Monday, 12th July.

"ALTAI MARU" Tuesday, 20th July.

SAN FRANCISCO & NEW ORLEANS.

"CELERES MARU" Friday, 16th July.

JAPAN PORTS—Mojji, Kobe, Yokohama & Yokohama.

"SIAM MARU" Sunday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KALDI MARU" Sunday, 11th July.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" Thursday, 15th July.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

1st. No. 741 and 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	11th July	15th July
TAIYUAN	3rd Aug.	8th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For
LONDON & HAMBURG "KATHLAMBA" 15th July.
For particulars of sailings, shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

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General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

on or about 27th July.

LYDD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PILSNA" on or about 8th July.
S.S. "HUNGARIA" on or about 4th August.

S.S. "HUNGARIA" on or about 31st August.
BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BLADING TO
LEVANT, BLACK SEA & DANUBE PORTS
VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" on or about 12th August.
S.S. "HUNGARIA" on or about 16th September.

S.S. "HUNGARIA" on or about 12th September.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, "AUARANG"

Sailing on or about 13th July.

For JAPAN, S.S. "BORNEO MARU"

Sailing on or about 26th July.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Hopsang	Tues., 8th July at noon.
MANILA	Loongsang	Fri., 9th July at 3 p.m.
SANDAKAN	Hinsang	Sat., 10th July at noon.
HAIPHONG via Hoihow	Taksang	Tues., 13th July at 8 a.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Shensi	8th July at d'light.
HONGKONG	Paoing	8th July at 8 a.m.
SHANGHAI	Sinkiang	8th July at noon.
SWATOW & SINGAPORE	Changchow	8th July at 6 p.m.
SHANGHAI	Ezechuen	10th July at noon.
SHANGHAI & TSINGTAO	Chen	10th July at 4 p.m.
MANILA, CEBU & ILOILO	Faming	11th July at noon.
AMOY, SHAI & PUKOW	Suyang	13th July at 10 a.m.
SWATOW & BANGKOK	Chinkiang	13th July at 10 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	Kueichow	13th July at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'w.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong July, 7, 1920.

DOUGLAS STEAMSHIP CO., LG.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	FRI., 9th July at 2 p.m.
Haiching	A. H. Stewart	TUES., 13th July at 2 p.m.
Haichong	J. B. Thomson	FRI., 16th July at 2 p.m.

* Calling at Amoy for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Collins & Lyall S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via	Sailing
"DEUCALION"	via Suez	7th July.
"CITY OF ORAN"	via Suez	27th July.
"PAKING"	via Suez	6th Aug.
"NIVCHOW"	via Suez	6th Sept.

* Calls also at Boston.

* Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.**VESSELS ARRIVED.**

The U. S. S. B. LAKE ONAWA arrived yesterday from Saigon with 4,300 tons of rice for Hongkong, the la consigned to the Robert Dollar Company. Mooring B.11.

The S.S. HAIHONG brought this morning 400 tons of tea and general cargo for Hongkong. Mooring Douglas Wharf.

The China Navigation Co.'s LUCHOW came in this morning from Bangkok with 1,800 tons of general merchandise for the Colony. Mooring C.41.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. NAGATO M. (Liverpool Line) left Liverpool for this port via Suez, on the 15th June, and is expected here on the 8th August.

The N.Y.K.s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore, on the 21st June, and is expected here on the 10th July.

The N. Y. K. s.s. SHIDZUKA M. (European Line) left London for this port via Suez, on the 5th June, and is expected on the 15th July.

The N. Y. K. s.s. KAGA M. (European Line) left London for this port via Suez, on the 19th June, and is expected here on the 29th July.

The R. M. S. EMPRESS OF JAPAN left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 23rd June, and is due here on or about the 15th July.

The N. Y. K. s.s. CALCUTTA M. (Hamburg Line) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the 11th August.

The Robert Dollar Company's U.S.S. s.s. LAKE FARRAR (Coast Service) left Singapore on July 9th, and is due in Hongkong July 9th.

The N. Y. K. s.s. MURORAN M. (Calcutta Line) left Singapore for this port on the 30th June, and is expected here on the 7th July.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for this port via Manila on the 1st July, and is expected here on the 20th July.

The P. & O. s.s. GREGORY left Moji for this port on the 4th instant at Morning and is due here on the 8th, instant at about Evening.

The N. Y. K. s.s. KAMO M. (European Line) left Kobe for this port via Moji and Shanghai on the 3rd July and is expected here on the 12th July.

The N. Y. K. s.s. KAWACHI MARU (South American Line) left Moji for this port on the 3th July and is expected here on the 9th July.

The N. Y. K. s.s. TENSIN MARU (Bombay Line) left Singapore for this port on the 3rd July, and is expected here on the 10th July.

The N. Y. K. s.s. KANAGAWA MARU (Bombay Line) left Bombay for this port via Tuticorin on the 1st July and is expected here on the 18th July.

The R. M. S. EMPRESS OF RUSSIA arrived at Shanghai on 6th July a.m. left there 6th July noon and is due at Nagasaki on 7th July p.m.

The R. M. S. EMPRESS OF ASIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 1st July and is due here on or about the 22nd July.



THE PAGE



PRIZE BATHING COSTUMES.



The winners of the prize bathing costumes at a recent big bathing party at Venice, California.

The prize winners were: Helen Taylor, first prize, with a suit of white silk trimmed with ermine and fur which has got to put the water; Catherine Fisher, second, in an abbreviated bathing suit which would never stand contact with the briny; and Louise Butler, third prize.

Designs of the Moment.

This season marks a new era, and laces are to be found again, lovelier than ever, and used in still lovelier fashions on women's most recent and most elaborate attire, from evening gowns to hats. For laces have always served for great and festive occasions. Lace first begins to play a part in one's life with the christening robe, and, to be worthy of this affair of state, it is used in the sheerest and most exquisite quality. The bride's veil, too, is of lace. Most charming are the fashions of a season of lace. Evening gowns are at their loveliest, for lace makes them still and dainty, or lends them the sweep and splendour of robes of state. Then there is lace for the summer evening wrap—that darkly traces a pattern through which may glow the colour of the gown. For this season, afternoon frocks for formal occasions also may be fashioned of lace. Often they are in large colour veiling a satin foundation of delicate hue; or at times they are dyed or painted to match the colour of the chiffon with which they are combined. Linen frocks for morning wear are very chic when trimmed with heavy flax lace. One smart combination of linen and lace appears in a graceful grey linen frock with heavy flax lace of the same shade. Another lovely combination is suggested in a straight-hanging gown of black chambray. The neck is rounded and outlined with a narrow band of café au lait lace made of heavy braid and thread, while the overdress oforgette crepe in the same shade, hanging almost to the hem of the skirt, is finished with a deep band of the same heavy lace, the design of which stands out richly in relief against the background of black.

The first summer creations that appeared in Paris were veritable symphonies in lace. Delightfully well suited to the bouffant skirt is this fabric: tier on tier of it makes light and charming skirts, puffed out at the side and floating about the slender-sitting underdress of satin. Again, for the slimmest silhouette, lace makes a perfect material and deep widths of it, draped to

follow the lines of the figure, achieve an effect of rare and rich magnificence.

The fashion extends to the smallest of accessories. Rare old lace is inset in stockings for evening wear, and some very pretty bows of lace adorn evening slippers, making plaited frills around the buckle. For the boudoir, some dainty mules of orchid satin wear covering of ecru lace. Lace fans and lace scarfs, which are again appearing, will also add to the already numerous charms of summer attire.

EMBROIDERY AND DECORATION.

At a recent show of dresses, broderie anglaise was seen on several dresses, varnished ribbon was also used as trimming. In broderies were worked in many materials: straw, leather, beads of all kinds, applique flowers, some of which were in silk, some in muslin, and a mixture of all these materials could be found in one sash or panel. One of the most charming kind of embroidery was that which showed large white muslin flowers with black or coloured centres, the flowers being sewn on in flat, uneven groups. They were never seen in a monotonous pattern or in straight lines. It is in little touches such as this that the decorative side of dress is emphasized. One evening dress was in fine net closely sewn with small crystal beads, over which were sewn larger beads to fall like raindrops down a window-pane, and into this glistening surface were applied small yellow flowers like marsh marigolds. The bodice of this dress was in plain buttercup tulle, shaped like a fibro.

The white dresses were much remarked. Three in taffetas were shown. One was quite plain, made with the looped sashes, another had deep draperies of broderie anglaise, and a third was allied to white tulle. There were muslin dresses in vivid colours, royal blue, tangerine, yellow, tomato red, and subtle shades of every common colour. White muslins were seen beautifully embroidered and worn with a coloured sash loosely passed round the hips and looped at the side.

THE LINEN HAT.

IDEAL FOR TENNIS WEAR.

This summer the linen hat is finding an important place in the tennis wardrobe. The amateur is less particular as to size than the professional, and some of these linen hats are fairly large. Jade green is, of course, one of the most popular and incidentally one of the most becoming colour for this purpose. Often it is trimmed with a large crisp white muslin bow, which can be easily renewed. Green hats, also trimmed in this fashion, are also inclined to be popular. The hat is wider from side to side than from back to front, and a mushroom-shaped crown goes well with it.

Small linen hats are also being made, and are keeping rather to the kepi form, with exaggerations in the way of crown and peak. One jade coloured hat, piped with white, was really almost diamond-shaped, the point coming in front, and it had a ridiculously immense peak, which made it very comfortable and shady.

These small linen hats are very cool and comfortable for motor-ing. Some of them are made in a linen so coarse as to look rather like sackcloth. The sackcloth colouring also holds and the close-fitting crown is turned up from the base with white. Judging from the present French fashions, the release of linen from war purposes is going to serve in many and exceedingly attractive directions.

ENGLISH DRESS V. FRENCH

PARISIAN'S TASTE CRITICISED.

"The French will tell you that no Englishwoman knows how to put on her clothes," said Mrs. Ernest Rhys, at a debate on the superiority of English taste, at the Lyceum Club, Piccadilly. "When you go over to Paris, however, you will see that the Frenchwoman knows no better. The French have a wonderful idea of finish and perfection, but their taste is ruined by the fact that they bring the idea of sex into clothes."

"I think there will be a very strange warfare between what women think is decent and good taste in dress and what the French designers consider is good for trade."

USEFUL HINTS.

EASY SILVER CLEANING.

It is not generally known that the action of common washing soda upon aluminium produces a chemical which is more effective than any other preparation for removing grease and stains from silver plate. The weekly silver-cleaning, therefore, becomes a very simple matter if one places a small sheet of aluminium in a basin with hot water and a spoonful of soda, for the articles emerge from the bath with a wonderful polish and whiteness. Used in this way the soda will not harm either silver or electroplate.

WILL NOT TARNISH.

Black tissue paper will protect silver evening slippers from tarnishing, if they are wrapped in this tissue after each wearing.

CARE OF SILK HOSE.

When putting on silk stockings, the top should be caught in each hand, drawn over the instep and the sole of the hose should be pulled over the foot. The stocking can then be adjusted without any strain on the threads.

TO RESTORE CHIFFONS.

A simple way to restore chiffons and veiling and such material to the original stiffness after washing, is to add three tablespoonfuls of sugar to the rinse water.

TO REMOVE SHINE.

When a suit becomes shiny from wear, one way to freshen it, is to wring a thin piece of muslin out in clear witch-hazel and lay this on the right side of the material. Steamed with a flat iron, the material then should be turned on the wrong side and the muslin pressed dry.

POPULAR PURPLE.

IN VOGUE FOR HOUSE DECORATION.

Purple is becoming popular in house decoration. Mrs. Elinor Glyn does much of her writing when in London in a room with purple walls and a purple carpet. The walls are very cleverly treated with distemper stippled to give light and shade in the purple. The furniture is Italian and decorated with fruit in natural colours in high relief.

One of the most beautiful dining rooms in London (says a writer in the *Daily Chronicle*) belongs to the Baroness Percy de Worms, who also has literary tastes. It is in her house in Lowndes Street. It has purple walls and a grey carpet with fine black lines like niello work. On the walls are priceless Bartolozzi prints. The curtains are grey, and the whole makes a very fine background for the toilettes of her guests and also for beautiful silver. The Baroness Percy also frequently wears purple.

INDIVIDUALITY OF CHILDREN.

WHY ARE CHILDREN NAUGHTY?

Children are primarily social animals. They crave companionship with adults, with playmates of their own age, failing in these they seek it.

A woman had two children. There was some five years difference in their ages, so that by the time the second was old enough to be amused by play the elder was in kindergarten. The elder boy was never known to run away. The little chap developed such a recurring habit of truancy that he had to spend his outdoor hours on the end of a clothes line. "Jim never ran away," said that mother. "Bob skips the minute he's out of my sight." "And how did Jim amuse himself?" she was asked. "Why, with his pretend people," she laughed. "He had an imaginary playmate he called 'Weechee.' He'd play with 'Weechee' by the hour. But Jim always was good, while Bob seems to have been born naughty!" But Bob was never born without imagination. He was just born without imagination. He was patterned from a different piece of cloth, a piece that did not have the iridescent, shifting hues of imagery. Little Bob's practical brain could not create a poetic "Weechee." He could not conjure up a dream-child as companion for his lonely play hours. So, true to his practical instincts, he went a-seeking. It wasn't running away. It was running after something—friendliness, companionship, and understanding. But Bob does not run away any more now. He is acquiring a sensible reputation for being an angel-child as his brother Jim. His dad provided him with a playmate—a dog.

VEIL AND PEARL VOGUE.

The fashion of wearing flowing veils is one that has become too popular already, but for evening wear they may still be called smart. Several women well known for good dressing in Parisian society have been seen in charming evening coiffure in which the veil played an important part. The effect is most picturesque, and styles and materials are most varied. Some are in fine silver lace, others in blonde Chantilly; tulle is sometimes worn, both plain and embroidered; lace, black, white, black and white together, and coloured lace of every shade. The way women are wearing their pearls is also very picturesque. They are thrown over one shoulder and carried across the front of the corsage to be knotted at the waist, or they are knotted up from the waist and knotted on the shoulder to fall down the arm. Long chains of beads of all kinds and in every colour may be worn in the same way and as a bright note on a plain gown they are very effective; but no other jewelry should be worn.

FAMOUS CINEMA STARS.

III: MISS DOROTHY DALTON.



DOROTHY DALTON
PARAMOUNT AIRCRAFT STAR

Here is a striking photograph of Miss Dorothy Dalton, another famous Paramount Aircraft cinema star.

JOTTINGS.

BUSTLE EFFECTS FOR THE THIN GIRL.

The thin girl who is painfully conscious that the simple summer frocks she delights to wear during the hot season accentuate her thinness will welcome the fashion that allows her to wear a fancy silk or organdi sash bunched up to look almost like a bustle, and, of course, without streamers.

THE NEW POUF.

On some frocks, especially those of soft foulard, the thin girl will be able to get this bustle effect by having the skirt caught up at the back into several flounces, puffing one over another, while the front, of course, must be quite flat.

OUT OF SEASON HATS.

It is surely a strange whim of fashion to make autumnal tints so popular in millinery during these months of green freshness. Perhaps it is due to the prevailing passion for leaves as hat trimmings. It does not take long to discover that whereas green leaves are apt to look too "staring," russet and copper coloured ones mingled with soft brown tulle are irresistibly charming. They are so easy to handle, too, for the amateur milliner, especially for renovation purposes, and who does not renovate in these days of many guinea hats?

LOOK TO YOUR ROOM.

When choosing a new bedroom gown do not forget the bedroom itself and picture how the two will go together. A vivid futuristic gown will look quite vulgar in an ordinarily "pretty" and simple bedroom, so, however much you may like it in an up-to-date shop, it is far better to choose a less remarkable design unless your bedroom is furnished to match.

NEW SET COMBINATION.

The latest fad is the set consisting of collars and cuffs matching a hat of the same material. One of these novel sets is of suede coloured duvety, trimmed with appliqued flowers of the same material. The hat matching the collars and cuffs is of draped duvety, ornamented with cut-out flowers. The brim is faced with vice straw cloth. Another set is carried out in green patent leather.

LATEST IN VEILS.

The newest veil is put over the crown of the hat and falls down the back to below the waist. It is about two yards square. Sometimes, but very occasionally, it is worn over the face. For a tea dance there are veils of gold net, and, although they are not the most convenient adornment for dancing, being apt to get in the way of the partner, yet the Parisienne, for the sake of looking more than ever attractive in the latest mode, overlooks this trifling defect.

GLITTERING BUTTERFLIES.

placed at intervals on a narrow black moire ribbon made charming headdress. Hand-painted butterflies to match fluttered over the wearer's simple evening gown of black ninon and silver lace.

FOR LITTLE MISS.



This little frock of tan checked linen is enlivened with a large white linen collar. Two pearl buttons and a buckle attend to the fastening of it. The plants in the front are repeated in the back.

